CYCLE NEWS®

WEST

Volume XII : Number 15 : April 22, 1975 50¢

DALLAS GOES HALF-ASTRO

GOING INTERNATIONAL: 4 CLASSIC RACES

BULTACO MK VIII 360

NEWSPAPER

THE LATEST POOP

BY PAPA WEALEY

Venezuelan pavement wizard, Johnny Cecotto (Yam) once again upset World Champion Giacomo Agostini this time at an International meeting in Misano, Italy, April 13. The whiz kid from South America scored back to back wins in the 250cc and 350cc events. If this keeps up people are going to say its an upset when Agostini beats Cecotto.

Suzuki's Roger De Coster and Huskies' Hiekki Mikkola are at it again this season in Europe. The pair swapped wins in the Swiss Grand Prix April 13 as Gerrit Wolsink (Suz) rounded out the top three ahead of American Brad Lackey (Hus). Bengt Aberg (Bul) held off Lackey in the first of the two motos but dropped out of the top ten in the second round. Lackey finished well ahead of Ake Jonnson (Yam), Arne Kring (Hus), Christer Hammergren (Kaw), and Frans Siegmans (Mai). Full coverage in an upcoming issue.

The AFM six-hour Production road race at Ontario April 20 will pay over $5,600 in cash, prizes, and contingencies. Winners of sprint races for bikes not elgible for the long race will win Bates road racing gloves.

"King Richard" Burleson (Hus) added yet another win to his commanding lead of the AMA National Enduro Series last weekend with a victory in the Fallen Timbers National Enduro held in Toledo, Ohio. Full coverage in an upcoming issue.

Torque Master Products has announced that it will award $100 to the overall winner of the California City GP or $50 to the first bike to cross the finish line that is equipped with Torque Master Spark plugs. The same will apply Saturday with $50 going to the winner or $25 going to the first bike to cross the finish line Torque Master equipped.

FROM OUI MAGAZINE: "Hey, listen, we just heard: In Tokyo, the Imperial Palace Guard rides Harley-Davidsons. Pass it on." OK.

Miguel Llado, a Spanish trials expert from Igualada, near Barcelona, has scaled Mt. Kilimanjaro to the very tip on a 325cc Bultaco Sherpa T, beating a Yamaha-mounted French effort by 1,000 feet. Not only that, he *rode* the bike from Barcelona to Africa and back, accompanied by a support jeep and a camera crew!

Those conical hubs noticed on the H-D/Aermacchi 250s are actually cone-element BRAKES! English technical writers still aren't sure how to take this latest bit of Italian razzle-dazzle.

Snoopy, a/k/a "Joe Motocross" has been awarded an honorary life membership in the AMA.

The Radio KOIL motocross bash at Omaha, Nebraska June 1 will be an AMA 250cc National.

A multitude of multis at the San Jose Mile, May 18? Irv Kanemoto's Kawasaki triple will be there, possibly two TZ750 Yamahas, and maybe a Schwerma Honda Four.

Hot tip courtesy of Derek Belvoir and P.I.T. Stop: Trials bike owners with an urge to ride enduros but a shortage of fuel capacity, try about 20 pounds of air pressure. Presto! (It says here) instant balloon tank. Wonder if Preston Petty got started this way?

P.I.T. Stop, by the way, is the monthly pub of Pacific International Trials Society, a bargain at $2.25 a year for Northern California news and shaggy trials jokes. Call (415) 552-0506.

Honda and Pennzoil have gotten together to sponsor a Peter Starr Superbowl MX movie for future television airing. This one even has a plot.

Inflation bites! Saddleback's general admission goes from $3 to $3.50 effective May 1. Racer/spectator admission will remain the same.

Bonus feature for speedway opening night (April 18) at Orange County Fairgrounds, Costa Mesa, is a swap meet, 5 p.m. to midnight, in one of the exhibition halls. Be early, as the bargains tend to walk away in a hurry.

The government of Argentina issued a decree permitting the duty-free importation of 112 competition motorcycles. Motocross is very big in South America – replacing polo among the upper class. But can you breed motorcycles?

The office next door to the Los Angeles chapter office of the Sierra Club is available for $185/month, but it is too small for the proposed AMA member center.

Since the only price that's really gone down lately is the price of waste newspaper, has any track owner ever tried using newspaper bales instead of haybales on the turns? We could probably supply a number of them, tied and bagged for about $1 each. And when the recycle price goes up . . . sell em!

Tom Rockwood, hurt at Ascot the night of April 11, will be out with a broken back and possible cracked wrist.

Final Environmental Impact Statement is available at BLM's Riverside, CA office. It turns out that its content isn't as biased as the propagandists would have us believe. Unfortunately, you know who seems to be getting first access to the media these days.

As of last week, Speedway Racing Assn. board decided to go all the way with AMA. No wisecracks, please.

Brad Lynch, popular CMC Pro rider and a regular at Irwindale, was killed while riding in the Arizona desert.

The San Diego County ORV Citizens' Advisory Committee meets the second Tuesday every month in Rm. 335-A of the County Administration Center, 1600 Pacific Hwy. Show an interest, citizens, as they're trying to work with the various government agencies on the continuing hassles over land use.

Senate Bill 307, for the acquisition of land around Ocotillo Wells for an ORV park, is still hung up in California Senate committee. San Diego area folks, tell your Senator to gas it up.

The "aftermarket" industry now has its own trade group, the Motorcycle Trades Association, headquartered at 6622 Beddoo Street, Alexandria, VA 22306. The group was formed March 6 at a charter meeting in Daytona. Take a ride on the MTA, anyone?

It's a bit early, but the BLM has announced a major volunteer cleanup of the Rand Open Area (California) for the weekend of November 1 and 2. The effort is under dual sponsorship of C.O.R.V.A. and M.O.R.E.

The Plonkers' Trial at Rawhide (near Elsinore, California) April 20 will include a beginners' class for the first-timers. No "rosegarden" promised, but it shouldn't be too hairy.

It's a first, of sorts – indoor ice races the weekend of April 19-20 at the Randhurst Twin Ice Arena, Mount Prospect, Illinois. Granted, that's a bit far away, but Bart Markel, Coon Ass and Darryl Hurst will be there, and it *is* a first . . .

Engrave this number in your skulls – HR3869. It's a bill in Congress to prohibit the Federal D.O.T. from using highway fund blackmail to force states to pass mandatory helmet laws. Better yet, engrave it on your Congressman's skull. Figuratively speaking, of course.

The mandatory helmet law provision is again on the agenda of the National Committee on Uniform Traffic Laws and Ordinances, this time set for July 23-25, which means we lost one battle, but not the war. Address your letter (the one you're going to write, right?) to Mr. David M. Baldwin, Chairman, NCUTLO, 1776 Massachusetts Avenue, Suite 430, Washington, D.C. 20036.

About 3500 acres in Franklin County, Washington, have been closed by a BLM order, to protect sand dune formations and existing stands of Juniper.

Calendar note: The Boise, Idaho AMA Regional TT, originally scheduled for April 13, has been slid to April 27.

Amateur road racers, write the AMA Amateur Department for program schedule and details on the Amateur championship qualifier.

The Pathfinders' Chicken Enduro, originally scheduled for April 20, has been bumped to June 8. Due to heavy snows in the area, the Forest Service yanked the club's permit until a time of less erosion risk.

Speedway at Ventura, Ca. opens May 6.

Honda dealer Troy Vance, Jr., who operates dealerships in three Idaho cities, is offering a $50 a month bonus for non-smoking employees.

Credit D-31 AMA Congressmen Lee Ball, Jr. and Bud Allen, with the help of AMA's travelling firefighters Bob Rasor and John Amidon, for helping to push helmet law repeal in the Arizona legislature. Arizona bikes, it's up to you, now.

Frank's Maintenance & Engineering, 945 Pitner, Evanston, Illinois 60202 has steel wheel rims with 40-spoke patterns available in 16", 18" and 19" sizes. We mention this because Frank makes real good stuff and besides we want to encourage an American OEM market.

P.U.R.R. is back with a second annual Powder Puff National, this time at Carlsbad, CA. during the weekend of July 5-6. Write P.U.R.R., 17454 Sumiya Dr., Encino, CA 91316 for entry info., or call Kasey Rogers at 213/783-4149.

How things come full circle! Remember how the Mick Andrews monoshock trials suspension was derived from Yamaha's works motocrossers? Now the works 360s appear with the slimmer, lighter trials cantilever swingarm.

Look for Harley-Davidson to do some heavy trucking on their lightweight bikes this year. The tiddler units will be phased out and the concentrated push will be on bikes of 125cc and more. In the offing is a 250 street bike based on the SX-250 single, a limited edition 250 motocrosser and one or two other surprises. By the way, all Harley-Davidsons are technically "American made" as the Aermacchi manufactured machines are assembled in the York, Pennsylvania plant.

Cranke wins Ft. Hood Two Day Qualifier

FT. HOOD, TEX., APR. 12-13

Carl Cranke repeated his performance of last year by taking his 252cc Penton across the line for the overall honors in this year's Ft. Hood Two Day Qualifier. Saturday's course was a rugged affair with 148 out of 276 starters completing the first day. Sunday's course was the same loop run backwards with a day long drizzle turning a lot of golds into silvers, bronze, and DNFs. Of the 88 riders who finished 80 took home medals, 14 gold, 17 silver, 49 bronze. Malcolm Smith (Hus) took a gold home but flats kept him out of the overall spot with mudder Barry Higgins (Mai) just edging Smith for Open class honors. Tom Penton's gold in the 125 class along with Dane Leimbach's (Pen) gold in the 100s combined with Cranke's gold gave Penton the Manufacturer's Cup.

AMA lights-on report

The American Motorcycle Association has just released a statistical study of the effect of laws requiring constant daytime operation of motorcycle headlights. According to the study, seven out of eight states that have such laws experience an increase in the number of motorcycle accidents (per 1000 registrations) rather than a decrease.

AMA Legislative Director Gene Wirwahn said, "proponents of the lights-on laws claim they will reduce the number of motorcycle accidents because motorcycles will be more visible. Our study shows that such laws have not had that effect in states that have enacted them. In fact, states without lights-on laws have a better record of motorcycle accident reduction. Of 28 states that do not have such laws and for which complete data is available, 16 have had a decrease in accidents while nine have experienced an increase and three have remained constant over the same period of time."

SUZUKI $1,000,000 REBATE SALE.

HURRY! REBATES ON THESE BIKES END APRIL 30!

$100 REBATE

GT-750

Liquid cooling • 70hp • dual front disc brakes • electric starting

$75 REBATE

GT-550

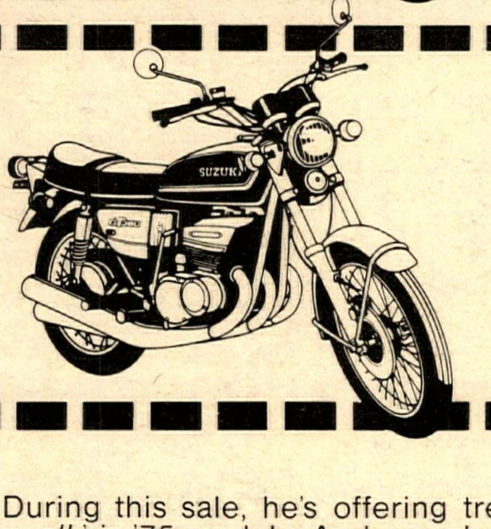
48.5hp • electric starting • Ram Air cooling • digital gear indicator

GET 'EM WHILE THEY LAST!

$50 REBATE

GT-380

37hp • six speeds • CCI automatic lubrication • Ram Air cooling



We're giving cash rebates on new '74 and '75 Suzukis. $100 back on the GT-750. $75 back on the GT-550. $50 back on the GT-380.

And remember, our cash rebates on these three models are above and beyond any deal you can work with your Suzuki dealer.

During this sale, he's offering tremendous deals on *all* his '75 models. And even better deals on his remaining '74 Suzukis.

Wheel and deal with him. Work out the best possible price on a new Suzuki. But do it soon. Our $1,000,000 Rebate Sale ends April 30th.

MEMBER MIC

U.S. Suzuki Motor Corporation, SUZUKI ® Santa Fe Springs, California 90670.

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VOICES OF THE WEST

Anonymously distressed

As a subscriber, a cycle parent, a Christian, and a good moral citizen, I feel compelled to write my complaint on your April 1 issue. I thought by mistake we had received an adult trash newspaper or underground literature of some kind. From time to time you have had some distasteful ads for a family type newspaper, but you really went all the way in this issue.

No doubt you must have some of these so called gay people on your staff to come up with this kind of trash and perversion. In the past we have looked forward to your paper to read about cycle racing and well deserved riders. Why should we have to read about mixed-up perverted people and their sex lives.

We have spent a lot of our time and money to try and keep our youngsters occupied, interested in worthwhile activities, to develop their minds and bodies into outstanding normal and well adjusted human beings, and we resent your advertisement and encouragement on homosexual and bisexual habits. Just because there are a few of these weakminded degraded perverts, don't try and influence and corrupt others.

I realize that this is a movement in this country to downgrade and break down our youth and their morals, but I pray that there are other parents who will keep fighting to try and bring up our offsprings to grow to become good self respecting citizens who will one day be the leaders of this still great country.

A VERY DISTRESSED AND
DISAPPOINTED SUBSCRIBER

What do you say to an anonymous moral Christian? Peace, brother . . . Editor

True Grit

Charley Rollins and I have been riding together for about three years. He was involved in a bike-car accident and now is paralyzed from the chest down. Well, Charley wanted to ride his bike again – it's a Yamaha 250 MX.

We took him out and he got on that bike with a little help from me. He rode that bike just like he used to, except a little slower. All I have to say is hats off to Charley, he has guts . . .

GENE NORTHRUP
La Crescenta, Calif.

Ooohh, the pain!

At the Maywood MC hare scrambles March 29, Chris Johnson was struck while trying to remount his bike after a fall. The accident resulted in a broken rib, a bruised pancreas, removal of the spleen and a bruised left kidney. He was operated on March 30 and is still in intensive care.

Any get well cards would be greatly appreciated by Chris. He's at 2703 – 182nd Place, Redondo Beach, CA 90278.

MIKE & DENNY VORNDRAN
Redondo Beach, Calif.

To CN's soothsayer

Although it is true that the 49er Enduro has never gone for need of riders, when the limit is filled (this year 750 riders) we like to be the ones to put out the word. After giving the entire Polka Dot membership the third, fourth and fifth degree I was unable to find the source of your information of approximately March 15, that all entries were filled. Surely you wouldn't print hearsay. The only conclusion that I could come to, was that your information came from some devine source, i.e. soothsayer or possibly MX Cat.

At any rate it's *official, entries for this year's 49er National Enduro are closed and the drawing has been held.* For your readers who were a day or so late, drop us a line, we will be more than happy to place them on next year's mailing list.

Keep up the good work Cycle News, your slip-ups are few and far between.

GENE HERNDON 49x
Secretary, Polka Dots MC
Sacramento, Calif.

Cash withdrawal

To follow-up our conversation of March 23, 1975, I'll explain my reasons for withdrawal of our cash award for your six hour Production Event (at Ontario).

Our crew, along with most others, had to wait almost one half hour in line simply to pay our entry fees. When "allowed" to pay we were confronted with a complex scheme for admission. When we entered the track we were forced to stay outside the pit area unless we paid an additional fee for entering the pits with our machine.

While we realize the AFM was not the instigator of this petty nonsense, it is your responsibility to stage the event. We may allow ourselves to be treated poorly (and fed poorly – the concession stand is a story by itself) and continue to race. We *will not* voluntarily contribute to an event held under these circumstances.

JAMES G. DICKINSON
President, Action Fours
Santa Ana, Calif.

"Class" of the South

I would like to take this opportunity to praise two of the most congenial men I've ever met, Stu Peters and Kelvin Franks of C.M.C. South. Twelve of us left the San Francisco Bay area March 21, 1975 for a weekend of racing in the Los Angeles area. We didn't know what to expect when we invaded the Southland but these two men took us under their wing and helped to make our weekend much easier and more enjoyable.

The "class" of these two gentlemen is shown by the way they run C.M.C. South. We had never seen any race run so smoothly.

EMIL RADLOFF
Alameda, Calif.

Mo dez!

I would like to see more than a column of space given to the District 37 desert races. Jim Stewart seems to be doing a good job . . .

PHILLIP VICTOR
Huntington Beach, Calif.

A letter a week

What would happen if every D-37 club member wrote a letter to Sacramento every week? Bikers would have more land to ride on than Carters has pills, that's what!

Every member of the Dirt Diggers does it. All we do is catch everyone together at our club meeting. Pass out three or four different sizes of paper and envelopes along with various pencils and pens so they all look different. Then place an address and letter with a model content up front where it's easily visible. Everyone then writes the letter down in their own words and signs it as an individual (but not as a club member).

This way, they're not form letters but instead hand written, mispelled, from the heart letters which represent 500 persons to the politician. That means the Diggers alone are cranking out 20,000 votes worth a week. This is the way the Sierra Club does it, so get going.

GARY WOODLING
Dirt Diggers M.C.

To clarify the correction

In your April 8 issue the letter from the crowd at Berkeley Yamaha stated Eddie Lawson's win (Ascot TT March 2) was awarded to John Proto. The reason for this was a technicality on the paper work in getting the Cooper Eddie rode AMA approved, which has since been done. This is only to clarify the reason the win was taken away from Eddie.

AN EDDIE LAWSON FAN
Ontario, Calif.

"Teddy Bear Grand Prix"

I rode the "Great Bear GP" April 6, and could not believe they would stop this kind of race because of a little rain. We drove down from the Bay Area to dice it out with the SoCal riders and got burned for a crummy five laps . . . Thumbs down to OCMC for this race and thanks for nothing.

DAVID G. PICKETT
Weazel Racing Team
San Carlos, Calif.

Moto-psychology

Frank Conner's article on Sex and Cycles, I feel, was a waste of time for your paper . . . If I ever wanted to read this kind of article, I would expect to buy a copy of Psychology Today, not Cycle News . . .

I fail to see the relevance of the sex lives of three homosexuals and the sport of motorcycling.

KAY CORPE
Richmond, Calif.

Nobody's safe any more

Apparently the news covered a short on a motorcycle rider that had adopted a protective air-bag General Motors used to use in their dashboards. He strapped the pack onto a dummy, who rode the cycle into a car and measured 95% protection . . . . whatever that means.

I need to know who this man is and where he can be located. It is getting to be really important that the hot-dog hang gliders here be given a chance to recover from a crash. There is no reason why this couldn't serve as a counterpart to the parachute.

JON W. WALBERT, JR.
1125 Young St., Apt. 709
Honolulu, HI 96814

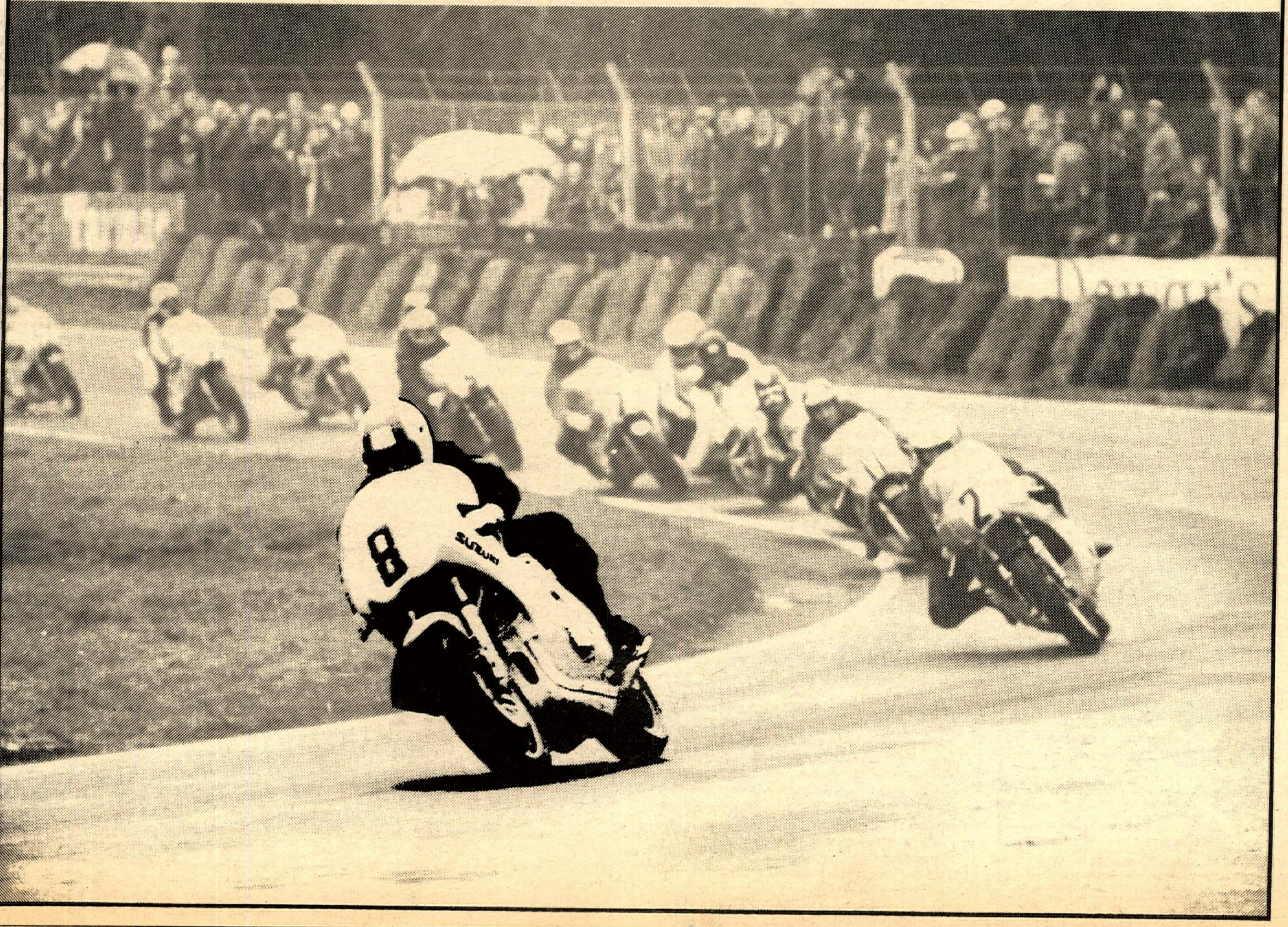
The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

Best of Both Worlds.

Every year the best British riders road race against the best American riders. It is a match race series at England's famous Brands Hatch, Mallory and Oulton Park courses. It has traditionally been an English victory, but this year we broke their five year winning streak with Dave Aldana on a SUZUKI. Aldana rode his factory road racer to an overall victory, leading the U.S. team in total points.

Suzuki Motocrossers, champions in the dirt . . . and Suzuki Road Racers, winning on the track. Suzuki . . . the best of both worlds. See them at your dealer.

SUZUKI ®



Roberts left Gary Scott (64) and Randy Cleek (29) behind at the start but Cleek gassed it and challenged Roberts during the last two laps as Scott faded to thirteenth.

Kenny bulldogs Cowboy Nat'l.

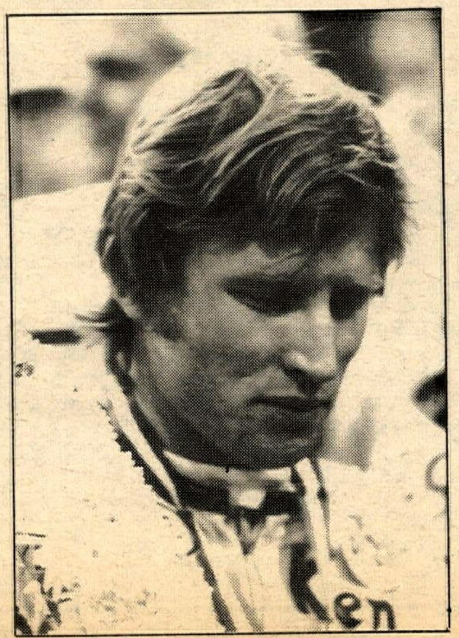
By Jody Wiesel

IRVING, TEX, APR. 12

Kenny Roberts regained the Camel Pro Series point lead and the $2,740 winner's purse for seven minutes work under the wide open skies of Texas. It was a disappointing night for the partisan Southwest short track fans as local heroes fell victim to the tremendous Roberts. Mike Gerald, the 1974 Astrodome victor failed to make the program and this year's Astrodome winner Darryl Hurst never got into the hunt. The surprise of the evening came in the form of Shawnee, Oklahoma's Randy Cleek who emerged from the pack to do battle with the National Champion on the last two laps. Cleek said, "I thought I could catch him, but I waited too long." Roberts rode the same machine that he had used at the Astrodome National in February, but with more success.

Texas Stadium is the Ford Sunliner of Domed stadiums, because of the two and one-half acre hole carved in the roof. The opening allows fresh air to circulate during the hot summer months, but during National week all that came through was three continuous days of rain. $56,000 worth of dirt, orginally hauled into the stadium for the Yamaha Super Series of Motocross, lay exposed to this drenching. Track magician Harold Murrell performed the impossible by making the football field mud bath into a rideable one-quarter mile short track. 51,000 pounds of dry cement, 21 loads of dry sand, and $6,500 worth of money was laid on the damp surface to dry it up. The riders walked the track looking down at the rough surface and then looked up at the threatening clouds and mumbled to themselves.

On his second attempt at a Texas short track National this season, National Champion Kenny Roberts put his horsepower to work and powered into the Camel Pro Series and National Championship points lead.



Heats

Fast time was set by Dave Hansen on his Schwerma Honda as he dominated the first heat by taking the hold shot on the restart after Steve Droste (Hon) was sent to the back row by starter Phil Dyson. Fifty percent of the evening's events were restarted as Dyson bridged no infractions of the stationary rule. Hansen, Hank Scott, and Mark Williams transferred directly to the National final while places four-nine moved on to one of the two semi-finals.

The second heat started with Kenny Roberts sitting on the third row after qualifying in 13th position. Randy Cleek (Yam) was the leader out of the first turn, but Ft. Worth Bultaco jockey, Guy McClure, charged under the Team K&N rider in turn three to lead Cleek, Rick Draft, and Kenny Roberts. On the next lap Cleek captialized on a McClure bobble to regain the lead as the crowd roared for hard charging Kenny. It was Cleek and Roberts by the mid-way point of heat two with Roberts bearing in on every lap. Exiting turn four on the final lap Roberts reached into his Kel Carruthers' horsepower bag and nipped Randy Cleek by two feet at the line. Roberts stated later that his bike had a little too much horsepower, but that the rough track gave him more traction than he expected. Roberts, Cleek and Jay

Springsteen (Bul) went back to the pits to prepare for the finals.

Two restarts marred the third heat as perennial favorite Mert Lawwill, was sent to the back row and was soon joined by John Gennai, Charlie Seale, and Pat McCaul. Gary Scott took his H-D Sprint directly to the front from the pole to stay. PDV teamster James Rawls in second place probed but never found an opening, while skeletoned Dave Aldana made an opening in the turn three haybales, but was uninjured. The heat ended with Gary Scott (H-D), James Rawls (PDV) and back row starter John Gennai (Bul) sharing the leaderboard.

In the third heat Houstonian and Astrodome National Short Track victor, Darryl Hurst, was sent to the back row for jumping the flag. The crowd wanted to see Hurst win, but the back row looked pretty far back until a second restart sent Bob Ewell, David Sawhill, and Randy Skiver to keep Hurst company. Thinning the pack out in front of Darryl was to no avail as he hit a chuck hole on the back straight while running fifth to detune his charge. Mike Caves (Bul) hauled Rick Hocking in on lap eight to lead Hocking and John Hateley (Tri) into the main event. Gene Romero, Chuck Palmgren, and Darryl Hurst failed to transfer and moved on to the semis.

Semi finals

Twelve riders transferred to each of the two 10 lap semis but only one man would transfer to the main. The first semi was swept cleanly by Guy McClure following the almost mandatory restarts. The second semi played host to the only accident of any importance during the evening when back row starter Jimmy Lee (Yam) worked his way up to second place on the seventh lap only to fall in turn one-two and be centerpunched by Pat McCaul (Hon) as he lay on the track. The race was red flagged on the next lap and declared official to the chagrin of the young Lee who had struggled with the flagmen who hurriedly hustled him off the track. Randy Skiver (Hon) transferred into the main with McClure to set the field for the final.

The Trophy race

The Trophy race paid National points to the top six finishers and included such stars as Gene Romero, Phil MacDonald, Ted Poovey, Rob Morrison, Danny Hockie, and Ken Springsteen. But it was Florida road race star Billy Labrie (Yam) who overhauled Chuck Palmgren on the third lap to win the six National points ahead of Rob Morrison, Danny Cartwright, Chuck Palmgren, Ted Poovey, and Gene Romero Daytona 200 winner. Romero picked up one National point for his efforts in Texas.

The main

Kenny Roberts (Yam) turned in a flawless ride to lead arch nemesis Gary Scott and young Oklahoman Randy Cleek. Roberts attacked each corner under the two and one-half acre hole differently as he pulled away from a quickly fading Scott, who came to Texas with three different short track weapons; a H-D Sprint, a watercooled RR-250 road race twin tracker, and an SX-250 engined machine. Practice at a local short track on Friday showed the Sprint to be the fastest, but not fast enough. By the mid-way point it was Roberts 100 feet ahead of Randy Cleek (Yam) and Hank Scott on a Shell Racing Yamaha. For the first 15 laps of the Cowboy National the crowd oohed and aahed at the radical angles of Roberts' attack. Then Cleek began to close quickly on Kenny, while back row starter Guy McClure (Bul) worked his way past nine riders to challenge the youngest Scott for third. Cleek and McClure closed on their respective prey, but it was too late as the checkers fell and Roberts threw in one final power slide for good measure. John Hateley was fifth on his sanitary Triumph, followed by Dave Hansen and the hottest short tracker of the young season James Rawls (PDV).

When it was all over Kenny Roberts, who has only been at home for 10 hours in the past three weeks, said he was glad to have even made the program since he didn't feel well. "I think I got something in Italy," he said smiling. Nineteen-year-old Randy Cleek looked happy enough to be the winner as his second place finish was his best performance to date and moves him to second overall in the Camel Pro Series standings. •

Results

SEMI 1: 1. Guy McClure (Bul). 2. Billy Labrie (Yam). 3. Danny Cartwright (Bul). 4. Rob Morrison (Tri). 5. Ted Poovey (PDV). 6. Mike Eades (Yam).
Time: 2:21.33.

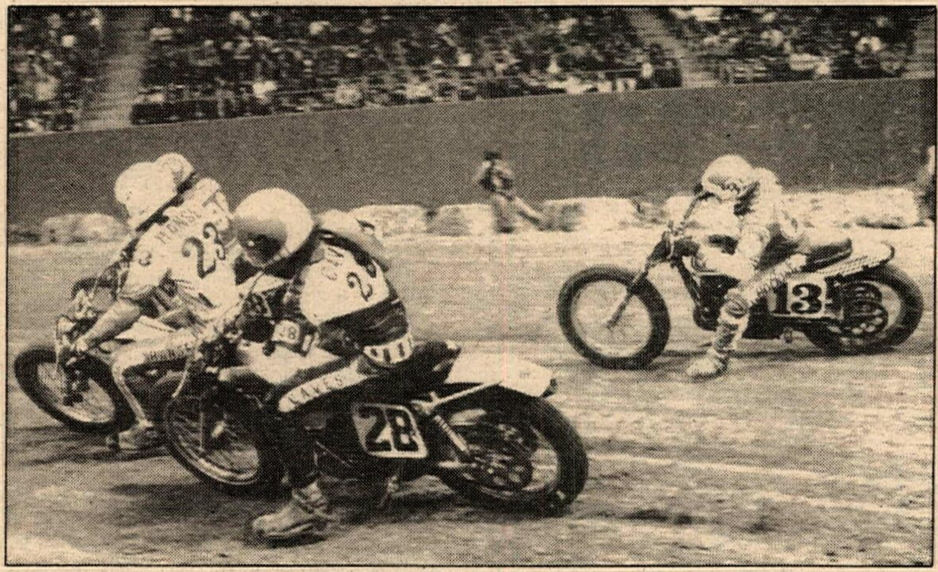
SEMI 2: 1. Randy Skiver (Hon). 2. Danny Hockie (Kaw). 3. Chuck Palmgren (Yam). 4. Gene Romero (Yam). 5. Ken Springsteen (Bul). 6. Phil McDonald (Bel-Ray).

EXPERT TROPHY: 1. Billy Labrie (Yam). 2. Rob Morrison (Tri). 3. Danny Cartwright (Bul). 4. Chuck Palmgren (Yam). 5. Ted Poovey (PDV). 6. Gene Romero (Yam).
Time: 2:49.68.

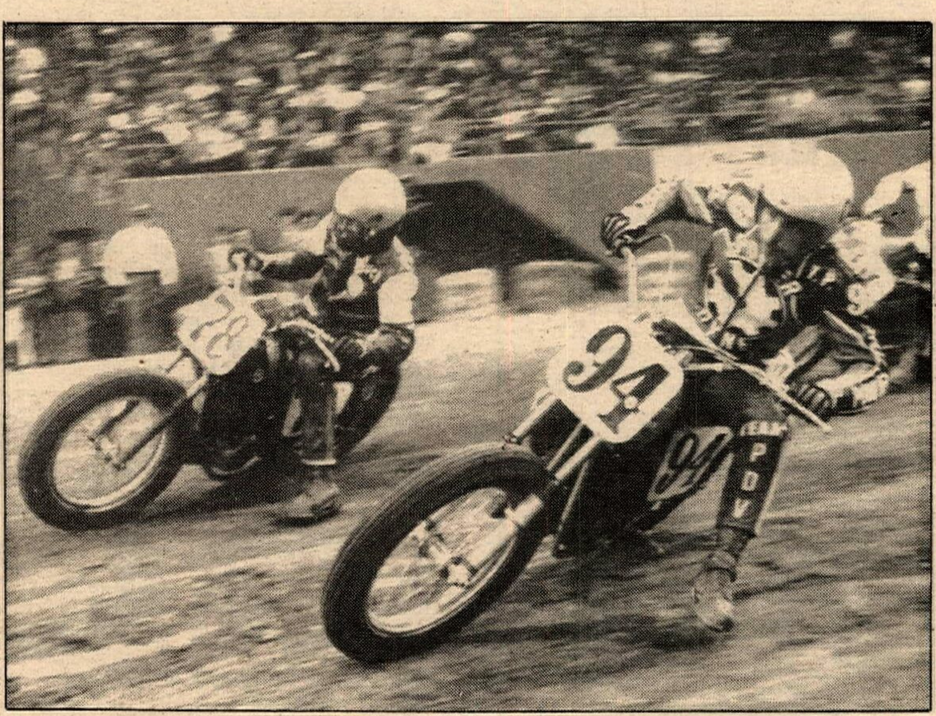
MAIN: 1. Kenny Roberts (Yam). 2. Randy Cleek (Yam). 3. Hank Scott (Yam). 4. Guy McClure (Bul). 5. John Hateley (Tri). 6. Dave Hansen (Hon). 7. James Rawls (PDV). 8. John Gennai (Bul). 9. Mark Williams (Tri). 10. Randy Skiver (Hon). 11. Mike Caves (Bul). 12. Jay Springsteen (Bul). 13. Gary Scott (H-D). 14. Rick Hocking (Yam).
Time: 4:46.06.

CAMEL PRO SERIES POINT STANDINGS (after 4 races): 1. Ken Roberts, 322. 2. Randy Cleek, 240. 3. Mark Williams, 218. 4. Gene Romero, 196. 5. Dave Hansen, 182. 6. Darryl Hurst, 165. 7. Steve Baker, 156. 8. Gary Scott, 140. 9. Hank Scott, 130. 10. John Gennai, 96.

John Gennai (20) leads Mark Williams (behind Gennai) and Randy Skiver (35) to the flag.



Dave Hansen (23) qualified fastest then got lost in the pack during the National main.



PHOTOS BY JODY WIESEL

Teddy Poovey (94) and Bruce Hanlon (78) try to stay upright on the choppy semi-indoor surface.

Boody cantilevers Jr. Nat'l.

By Jody Wiesel

IRVING, TEX., APR. 11
Ted Boody took his transformed VR Montesa to the starting line of the main event of the Cowboy Junior Short Track Championship as the odds on favorite, Boody's 310cc engine was housed in a Montesa motocross frame sporting cantilever gas shocks, which considering the bumpy and rutted condition of the one-quarter mile track was the ideal set-up. Texas State short track champion Terry Poovey (Bul) led the early assault on the Michigan Montesa rider but a tank slapper down the unbelievably rough back chute sent him back to third. Chuck Smith of Tulsa took up the chase for the remainder of the 15 lap event, but a joyous Ted Boody motored on to his share of the $3,000 purse. Fast time and the trophy race were taken by Neil Keen protege Dan Kirkland (Yam) who came to the line in the final with a fritzed black box ending the night's activities for him at its peak.

The heats set the tone for the night's racing when a two foot by four foot soft spot began to engulf riders during the third heat. Correspondingly a berm began to develop at the exit of turn two, and riders began dropping as though they were falling into mine shafts. The Harold Murrell prepared track had been rain soaked for three days prior to the Friday night event and the dry cushion was less than three inches deep. Seven of the eight heat winners had their luck hold through the semis to make the main. Joe Powell (Yam) won the fastest six lap heat in 1:29.22 followed by heat winners Dave Fisher, Bob Jandebeur, Ted Boody, Terry Poovey, Chuck Smith, Dan Kirkland, and Steve Toftdahl. Only Fisher (Yam) failed to carry his win streak from the heat to the main.

The semis

The semi-finals provided the most excitement of the evening as hometown favorite, Terry Poovey, held off determined charges by David Pickett (Bul) and Steve Toftdahl (Yam) to win his semi. Ted Boody and John Johnson (Bul) took the checkers in the other two semis by showing nothing but their rapidly disappearing backs to the competition.

The Consolation race saw John Ewell of Carter's Yamaha overcome a bad start to work his way past Bill Myers (Yam) and John Yurejefcic (Yam).

The Main

From the inside of the front row Ted Boody, fresh from his Detroit Indoor Series wins, powered past the nearly vertical Terry Poovey to carve through the shell-holed first turn. The AMA had re-aligned the first corner by placing tires over the worst of the rough stuff and had shortened the main event to 15 laps. Poovey ran the high line behind Boody as the Bultaco and Montesa pulled a small lead on the 10 men pack. Four four laps Poovey probed at the tail of the motocross style machine until invisible hands from the rough Texas Stadium track shook the young Texan almost off the machine. Before Terry Poovey could regain his composure Boody was out of reach followed by Tulsan Chuck Smith (Yam). The partisan crowd sighed, Boody had it wrapped, all that remained was a kiss, champagne, money and a happy journey back to DeWitt, Michigan. •

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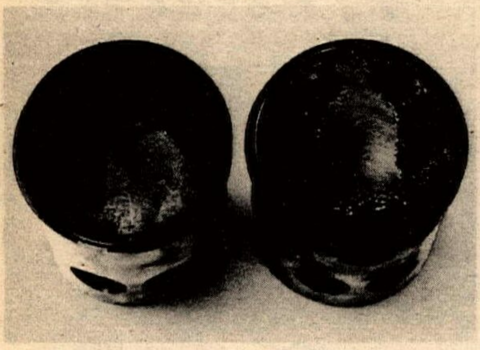

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Imola 200

Cecotto! Cecotto! Cecotto!

By Chris Carter

IMOLA, ITALY. APR. 6

Johnny Cecotto followed up his impressive Daytona third place, and World Championship wins in the French Grand Prix by winning both legs of a dramatic Imola 200.

Cecotto took advantage of the misfortunes of his major rivals in the first race, but proved his win was not just luck by leading the second race from start to finish.

Finn Teuvo Lansivuori (Suz) led the first 100 mile race from the flag fall with Cecotto in second place, Kenny Roberts third, Yvon DuHamel fourth, Englishman Mick Grant fifth and Giacomo Agostini sixth. After two laps Lansivuori's lead was up to five seconds over Cecotto, and he was still pulling away. Roberts was closing the gap between himself and the South American teenager, and both Agostini and his Yamaha teammate Hideo Kanaya had forced past DuHamel and Grant both on Kawasakis, to take fourth and fifth places.

First major shock as Lansivuori continued to extend his lead with lap times consistently around the two minutes mark, was the retirement of DuHamel. The water cooled Kawasaki had run successfully at Ontario, Daytona and Imola practice without seizure, but the two stroke "nipped up" on the fifth lap, shortly after teammate Jim Evans had been forced out with a similar engine failure.

At this stage of the 32 lap race Roberts had overtaken Cecotto to move into second place, but he looked unlikely to catch Lansivuori who was riding superbly. Agostini, on the other hand, was lapping quickest of all. He rapidly caught the Roberts-Cecotto battle and to the cheers of the 100,000 fans he took both to grab second position.

Nine laps had been raced, and Lansivuori's lead over Agostini was 12 seconds, and the Italian began to carve a second a lap off that margin, lap-by-lap. But just as Agostini was catching Lansivuori, Cecotto, well clear of Roberts, was catching him.

Less than 10 seconds separated the leading three riders after 15 laps, but Kenny Roberts was out of the race. He had injured his hand in his Oulton Park crash during the John Player Transatlantic series, and finally unable to use the clutch he had to call it a day.

Up into fourth position moved Kanaya who had been battling for the past few laps with French star Patrick Pons.

Cecotto was still battling to catch Agostini. He lapped in one minute 58.8 seconds, just a fraction short of the record, and less than a second and a half separated him from the Italian World Champion.

Mick Grant was first of the leaderboard men to come in for fuel, but the quick-filler did not work the first time and he lost 40 seconds and six places through the mistake.

Grant's misfortune let American Steve Baker through into sixth place on yet another 750 Yamaha. Only Lansivuori, in the lead on the beautifully prepared Suzuki was preventing a Yamaha walkover.

But Yamaha took a blow when Kanaya crashed heavily at the pits chicane on the 18th lap. He was unhurt, but the bike was too badly damaged for him to race again.

By the 20th lap Lansivuori's lead had shrunk to seven seconds, and it looked as if it would be a dramatic finish.

Lansivuori came in for fuel the next lap, and was on his way again in 16 seconds, but that let both Agostini and Cecotto through, though both had to stop sometime for fuel. But Agostini was trying hard to build up a sizeable lead. He broke the lap record on the 20th lap with one minute 58.2 seconds: Then in one dramatic lap both Agostini and Lansivuori were in trouble.

Giacomo pulled into the pits for what looked like an ordinary fuel stop, but a cylinder head bolt had broken and he was out.

At the same time Lansivuori had crashed on the back of the circuit. He remounted, and rejoined the race in third place, well behind Cecotto, but close to Patrick Pons' Yamaha in second spot.

Cecotto came in for his extra fuel on the 24th lap, and with a spectacular "wheelie" he was off through the pit lane, onto the track without surrendering his lead.

It took Lansivuori five laps to pass Pons, but by then the race was all over and Cecotto won by over a full minute from the unlucky Finn.

Pons hung onto a comfortable third place, while Steve Baker couldn't prevent Cecotto lapping him four laps from the end.

Fifth home was Mick Grant's Kawasaki after he had battled to overcome that re-fueling problem, with Dave Potter, in great discomfort with a head cold, sixth just in front of Australian Jack Findlay.

American teamster Phil McDonald was eighth, but his fellow countryman Randy Cleek stopped with his Yamaha main bearing gone two laps from the flag after trying desperately to coax the sick machine home.

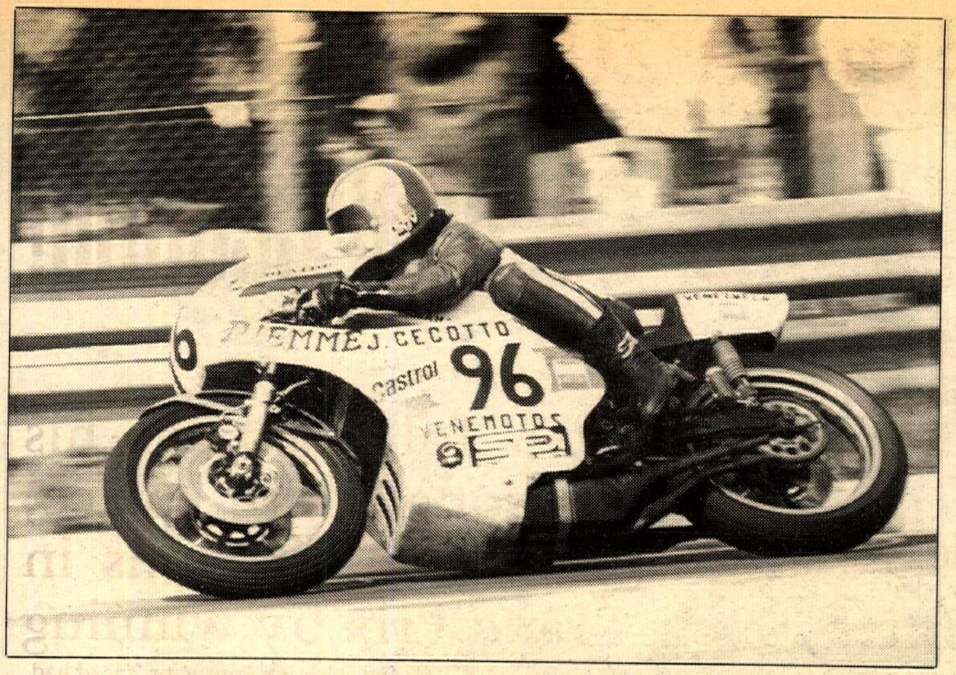
Not so lucky was Englishman Paul Smart. Paul, a previous winner of this race, had scraped through to qualify on the works Ducati. But in his first race since breaking both legs in a crash at Mallory Park, he fell when the Italian twin locked up, and broke his left leg again.

Only 27 starters lined up for the start of the second 32 lap leg of the Imola 200, with Agostini, Roberts, and Kanaya among those not starting.

Poor Mick Grant did not make it either. A cracked piston was discovered on Barry Ditchburn's machine, and after stripping Grant's engine there was a serious water leak still unrepaired when the time came for the start. His first leg fifth place was totally wasted.

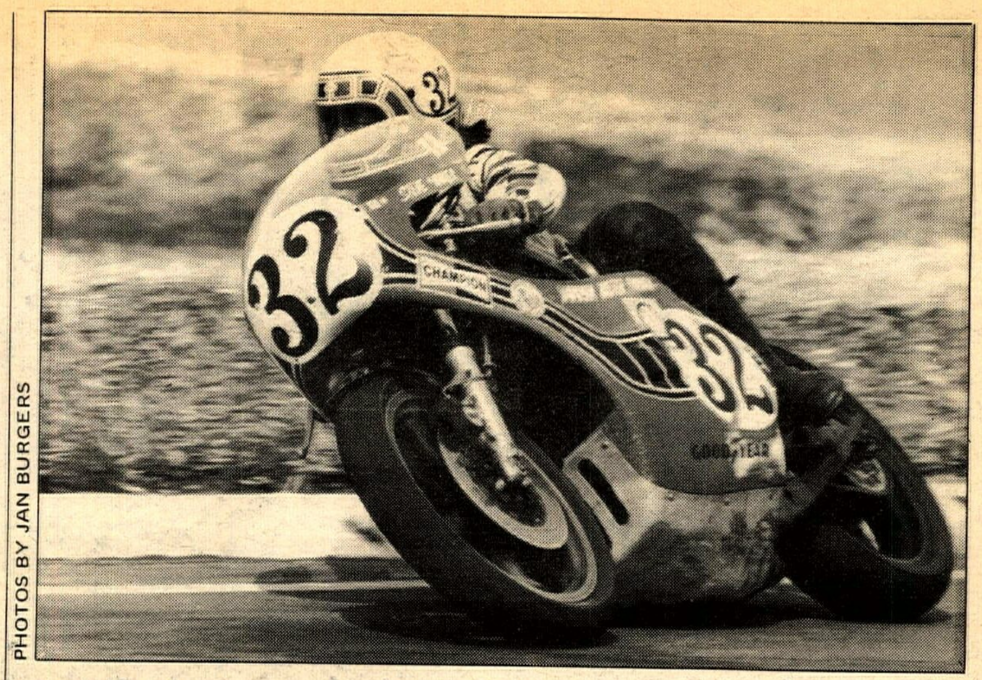
The other Kawasakis were out though, but the start was held up for some time while Barry Ditchburn and South African Kork Ballington did their compulsory warm up lap.

The remaining 25 starters were all straining at the leash till this pair joined the grid. But when the flag fell Lansivuori was still on the grid after the engine had stalled. He was pushed into life and joined the race nearly a minute down on Cecotto. Lansivuori's chance of overall victory had gone! He looked capable of catching Cecotto, despite the handicap, but there was no way now he could then win by more than a minute.



Cecotto: riding the bubble at a furious and stylish pace.

PHOTOS BY JAN BURGERS



Bellingham, Washington's own Steve Baker took third against the best in the world.

which is what he had to do to win first prize.

Cecotto swept into the lead immediately, and the crowd was given an impressive display of the youngster's skill.

Steve Baker in second place and Patrick Pons, close on his tail, several times closed the gap on the South American. But as soon as Cecotto saw the challenge he squirted the big Yamaha into another commanding lead, and went on to win just as he pleased.

Impressive in the early stages was young Englishman John Newbold. He took third spot from Pons for two laps, before dropping back to fourth place. Shortly after front brake problems forced two lenghty pit stops, and which dropped him finally to 18th place.

Baker and Pons battled it out for the first half of the race, but then the American broke clear, and finished just a couple of seconds behind Cecotto. But despite all that, Pons, who completed the full distance in both races, grabbed second place overall.

Lansivuori's chance at the runner up spot ended on the fifth lap when he pulled into the pits after pulling through to seventh place, with a serious clutch problem.

Pit stops midway through the race made things exciting, particularly when Baker and Pons came in on the same lap for fuel.

The battle between Dave Potter, Charles Mortimer and Jack Findlay was in doubt right until the flag, thanks to those pit stops, with Potter fourth in front of "Jolly Jack" and Mortimer. Mortimer, sixth home, was lapped by Cecotto just before the flag, but the Englishman's second race had done enough to earn him sixth place overall.

Seventh home in the second leg was Scotsman Alex George, eighth was an Italian Mimo Cazzaniga (750 Kawasaki), and ninth was a Frenchman Jean Paul Boinet (700 Yamaha).

American Phil McDonald was 10th, just a machine's length clear of the Italian Sciaresa, but it was enough to clinch seventh place overall for the youngster.

But there was little else for the Americans to cheer about. Steve McLaughlin failed to qualify after hitting ignition problems on his Yamaha in the first session, and his best lap second time out, 2 minutes 11.50 seconds was only three quarters of a second outside qualification.

Roberts Oulton crash cost him possible victory, while the Kawasaki effort suffered still further blows in the second leg.

DuHamel was fetched off at the hairpin by a lunatic Italian on a 350 Yamaha, and it was feared the French Canadian star had broken his arm, while Jim Evans did only a few laps before his Green Meanie seized again.

Cecotto's victory gives him the lead in the FIM 750 championship after two rounds, with Steve Baker a close second.

Results

FASTEST LAP: Cecotto 1 min. 50.4s 151.959 kph.

OVERALL; 1. Cecotto (Yam). 2. Pons (Yam). 3. Baker (Yam). 4. Potter (Yam). 5. Findlay (Yam). 6. Mortimer (Yam). 7. McDonald (Yam). 8. Cazzaniga (Kaw). 9. Sciaresa (Suz). 10. Boint (Yam).

Roberts leads Yanks to victory in Match Race upset

By Chris Carter

OULTON PARK, ENGLAND, MARCH 31

Kenny Roberts, with three brilliant wins in four races, led an American team to victory over its British counterparts in the fifth annual running of the John Player Transatlantic Trophy Match Races. The Americans, after losing efforts in the past four years, turned in superb efforts that accounted for a 35 point margin of victory in the shortened two meeting contest of this

The margin (U.S.A. 278; G.B. 243) might have been even larger had not Kenny Roberts fallen off on the final leg at Oulton Park with a 13 second lead in hand. Gene Romero and Dave Aldana also had falls from which they did not restart and had the trio finished the American score would have been much higher.

Brands Hatch

Snow and ice greeted the riders on Good Friday and although every effort was made to keep the track in ridable shape, weather conditions forced cancelation. This was to have been the first use of the longer Grand Prix circuit by the riders. The cancelation of the initial two legs of the six leg, three venue series created a more do-or-die situation since a poor showing could not be easily made up in the remaining races.

Mallory Park

Despite several false alarms as clouds scurried over the 1.35 mile Leicestershire circuit, the first 20 lap team race started in dry if cold conditions and British hopes soared when Stan Woods, the British Champion swept past Roberts and Romero going into the esses on the first lap.

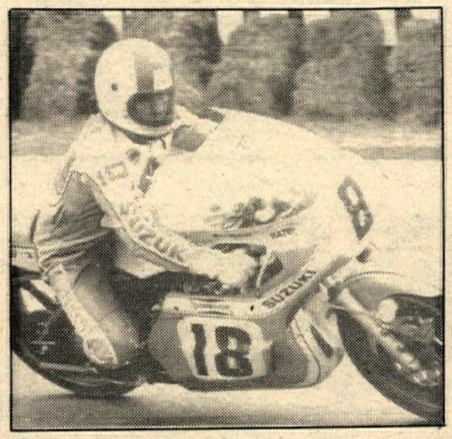
There was more drama at this point too, when American teamster Steve Baker slid off at the same spot on the course. Though he was unhurt it took swift action from the fireman to extinguish the fire on his machine.

The pack swept into view at the end of the first full lap round Devil's Elbow and only pure luck prevented a king-size disaster. Britisher Stan Woods, eager to do well, overdid things on the exit and the front wheel slid away while Stan was catapulted over the straw bales and Armco. His bike ricocheted back onto the track but failed to unseat any of the pack.

Randy Cleek fought the snow at Malory Park for a tenth.

Gene Romero was then in command, but he was passed by Roberts at the esses midway round the second lap. Gene regained the lead to head the field, pursued by Roberts and Englishman Mick Grant on the works Kawasaki at the end of the second full lap. But from then on, it was all Roberts. Kenny took the lead down the back straight and never looked like being caught.

Romero appeared set to finish a comfortable second, with Mick Grant, Pat Mahoney and Dave Aldana battling for third, fourth and fifth places some way behind. However, Romero hit an oil slick at the esses on the seventh lap and though he was quickly on his feet, pushing the silent machine into life, he dropped from second to tenth place.



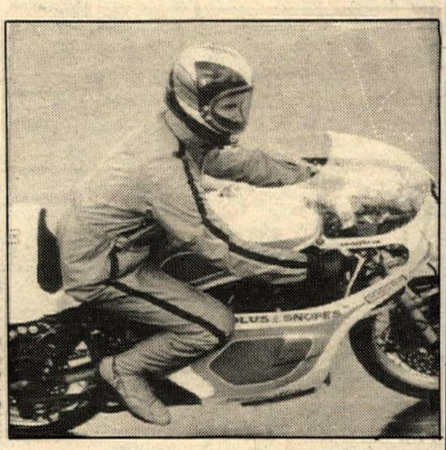
Dave Aldana led the scoring for the American contingent.

Pat Hennen scored a valuable third placing in the final race.

Roberts was in invincible form and Grant and Mahoney seemed content to run the race through without over exertion.

Then it started to snow! Grant, riding on slicks, had a frightening slide at Gerrards and, deciding that discretion was the better part of valour, pulled into the pits. The rest of the entry treating the circuit with a considerbale amount of respect, kept going. At the flag, Roberts was almost half a lap ahead of Mahoney with Aldana less than three seconds in front of his American teammate Castro with only Dave Croxford and Percy Tait in fifth and sixth places managing to complete the full distance.

PHOTOS BY ALAN McGUIRE



Steve McLaughlin added valuable points in each race.

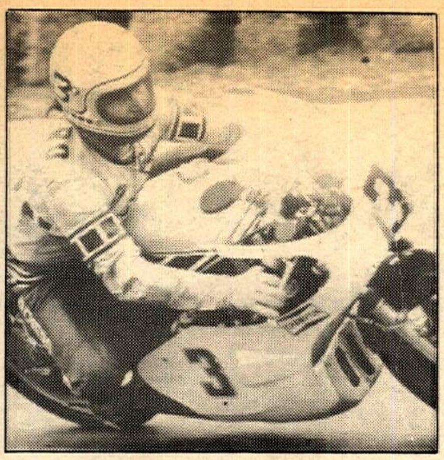
This final race fall prevented Roberts from sweeping the series.

The scores at that stage were 71 points to the States and 55 points to Britain, but with conditions deteriorating optimism among the home fans and riders grew. How misplaced that optimism was to be, was soon to show.

More snow, sleet and rain showers forced the second race to be cut from the scheduled 20 laps to 15 and with most riders on wet weather tires, the warm-up was increased from two laps duration to five.

For Britain, Stan Woods was out of action, and in his place came reserve, Charlie Williams.

America too, was forded to make a change. Steve Baker was uninjured in his crash but foam had penetrated the



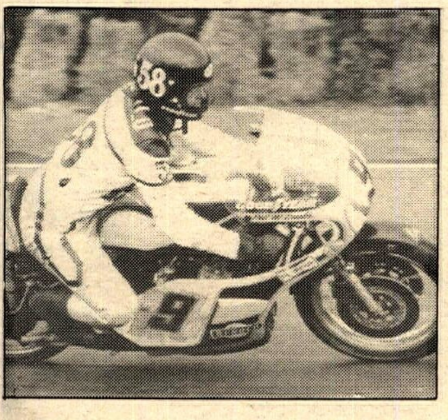
Gene Romero helped out the American effort with a second and a third.

engine and Randy Cleek came in for his first ride of the series.

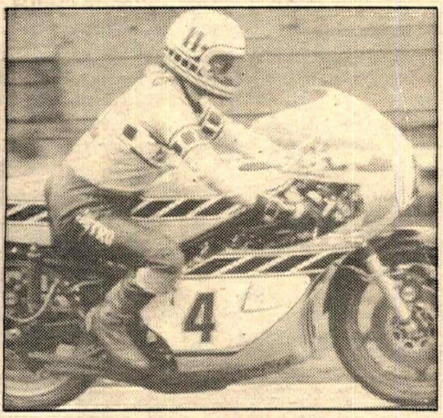
In the second leg Roberts showed that for all his inexperience of riding in the rain, he was quite capable of so doing. He led from the start, complete with wheelies, to the finish, over 30 seconds ahead of the next man. But the frightening thing from a British viewpoint, was the fact that the next three men home were all Americans, too.

In the dry, British riders expected to have a hard time with this talented American team, but everyone thought we stood more than just a fair chance in the rain.

The sight of Mick Grand and Barry Ditchburn, two of Britain's best short circuit scratchers being passed on the last couple of laps by Don Castro, produced an aura of gloom and despondency for the home crowd.



Phil McDonald scored in three events.



Don Castro contributed four top ten placings with consistent riding.

Grant, Ditchburn, Mahoney, Dave Potter and British captain, Percy Tait filled the next five places home, but the damage had been done and America moved on the Oulton Park, confident of victory with a 24 point margin already in their grasp.

Oulton Park

If Englishmen had pinned their hopes on the wet weather seeing them through at the Cheshire circuit, then they must have been pleased with the weather greeting them. It was wet, cold and depressing, but it takes more than that to upset the rampant Americans.

Britain's sagging morale was lifted slightly with the news that Stan Woods, injured fingers and all, would race. The

(Continued on page 23)

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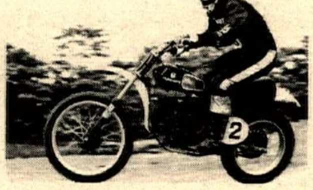

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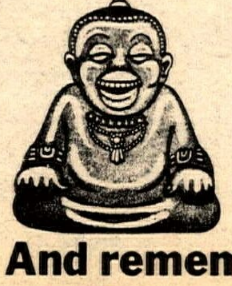

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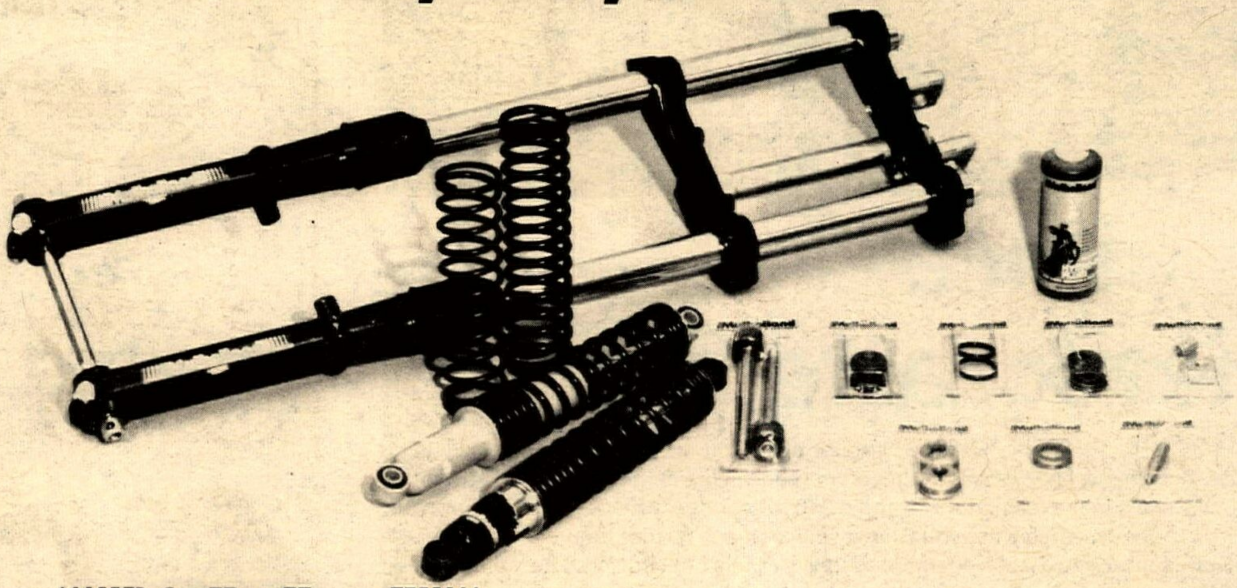

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Allison breaks the ice

By Lane Campbell

GARDENA, CAL., APR. 11
John Allison (Yam), of Poway, California, got his first Expert win of the season as the AMA professionals finally beat out the weather and opened Ascot's pro half-mile series with a purse sweetened by the carry-over from last week's rainout. Even with most of the national numbers already at Dallas (notable exception: Kenny Roberts, sauntering about the pits relaxing and enjoying the races), roughly 150 riders, swelled by a huge contingent of Novices, were on hand for the delayed opener. In fact, due to the mob of Novices, there was no Novice Semi, just direct transfers out of the seven Novice heats.

Time trials opened on a track with a very soft, deep cushion that eventually firmed up and developed a groove, though it caught a few racers unprepared for the tacky traction. After surviving a wobble so violent it pulled the front wheel off the track about four times in succession coming out of the north turn, DeWayne Keeter quickly changed to a firmer rear spring. Skip Aksland's night ended early, as his Yamaha apparently stuck itself as he headed out for his time trial.

Tom White (H-D) set fastest time, 22.37 seconds, followed by Allison, Shorty Seaborne (Nor) and Al Jorgensen (Tri). Dan McWhorter (Yam) set fast Junior time, 22.50.

There were several two strokes in the hands of Juniors, including the ex-Dennis Briggs 500 Suzuki in the hands of Mike Thomsen ("It's a bit slow coming out of the corners at first, but when it hooks up, it really straightens your arms out.") and a 750 waterpumper with a sound that was a piercing wail. Neither machine got to start, however.

It took the Novice field (and not a few Juniors and Experts) a while to settle down to Al Mintz's starting routine — he seemed to be holding them with the flag in the air longer than usual, and any involuntary twitch with the flag would send a bunch of them off in a jumped start.

Tom Rockwood mentioned in practice that the track was good, although a few soft spots were left from the rain. A couple of them must have been in the entry to the north turn, because that was a hot spot all night, and Tom would be one of the victims. Two Novice heats were restarted after multi-rider crashes in that area, usually involving the second through fourth place men jockeying close together, touching and going down in a multi-bike heap. No injuries, so far.

Ted Davidson and Vince Mead blew their respective heats into the weeds, while Kim Downey had to work for his, as did Dick Armstrong. Steve Fortune also wound up on the front row for the Novice Main.

Mead led Davidson off the line in the Main, with Rich Graham and Fortune going at it over third/fourth. Davidson dropped under Mead in the south turn to take over on about the fifth lap and slowly extended his lead, while Graham settled out ahead of Fortune.

Frank Adamo got a burst of drive up the inside of the final turn to win his Junior heat, while Steve Eklund played cat-and-mouse with Dennis Robinson to win his. In the last Junior heat, there was another second/third place tangle in the north turn, both riders shook up, but able to restart. Sandak rider Jim

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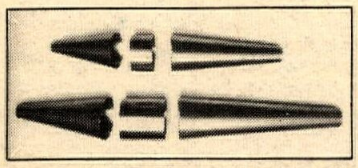

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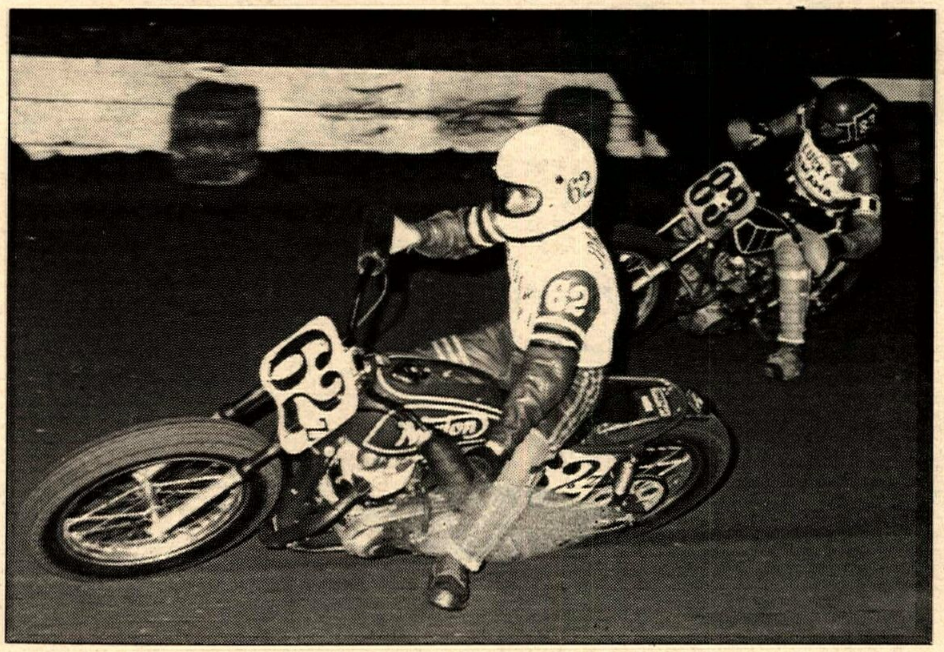
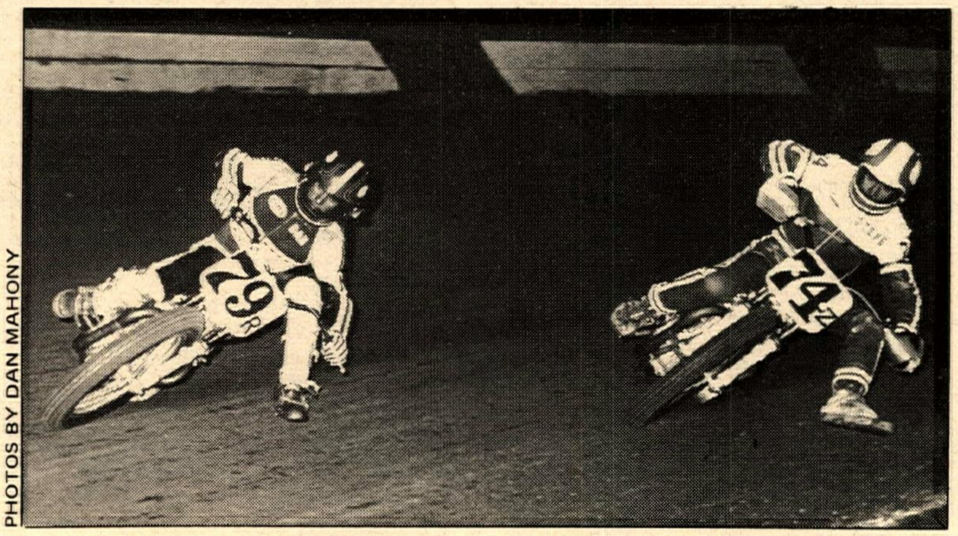
Advanced Tumbling 201: Ted Davidson, about to disappear, to the left, avoided all this hassle during his heat by being first.

A crucial pass — John (83) Allison, hanging the edge of the cushion, finally sees an opening on Al Jorgensen.



Resumed rivalry as Dan (79) McWhorter and Steve (74) Eklund transferred to Junior together.



PHOTOS BY DAN MAHONY

Wright ran off and hid with it after the track was cleared.

In the first of two Expert heats, Shorty Seaborne charged to an early lead with Tom White, Eddie Wirth, and Walt Foster for company. This settled down to a trio as Wirth dropped back, then Foster drove up the inside of the north turn to win it, while Shorty held White at bay. Al Jorgensen won the other Expert heat, as Allison worked up from mid-pack for second.

Nick Nazzisi worked into the final by winning the Junior Semi, while the Experts spent several minutes milling around the start area in a war of nerves with Al Mintz. Would have been funny if the night weren't getting long and chilly. When it did start, Wirth, Tom Rockwood, John Sperry and Pat McCaul were a race-long place-swapping traffic jam that settled down somewhat after McCaul got forced out into the marbles, and Sperry took over.

The trophy dash got settled quickly as Tom White went wire-to-wire with off-and-on pressure from Allison, as Shorty Seaborne and Al Jorgensen trailed. "Grabber Tom's" tuner got a shot at the trophy girl over Tom's shoulder after Tom came up for air.

The Junior Main renewed the Steve Eklund/Dan McWhorter rivalry carried over from their Novice year. Dan jumped out ahead with Eklund in tow, then Jim Wright and Frank Adamo got by briefly. Steve waited for a couple of laps, then ducked under both of them in a half-lap long swoop to resume the chase on McWhorter. The order stayed unchanged past the halfway mark as Steve probed for an opening. He finally got one up the inside in the north turn, but McWhorter stayed beside him up the straight before getting forced out of the groove in the next turn. Wright held Adamo off as things settled down before the checker.

The first Expert Main start was pretty ragged, then Tom White went down in the pocket entering the north turn and Tom Rockwood went over White's bike, landing hard enough to have to go for observation on an injured arm. On the restart, Al Jorgensen again grabbed the lead with Walt Foster, John Allison, and a rekindled White in tow. Allison adopted a strategy of hanging the outside edge of the groove, trying for maximum drive. This finally got him by Foster after Walt had repeatedly shut the door on him. He closed with Jorgensen and repeated the outside charges, finally blowing by on the back straight after nearly being stuffed into the wall. Under the white flag, Walt Foster ducked under Jorgy in the south turn, got repassed up the back chute, then made an inside charge again, this time knocking Jorgy's foot out from under and putting Al down in the north turn. Frank Gillespie had survived a three-way battle with Pat McCaul and Tom White to take third.

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Results in Results Section.

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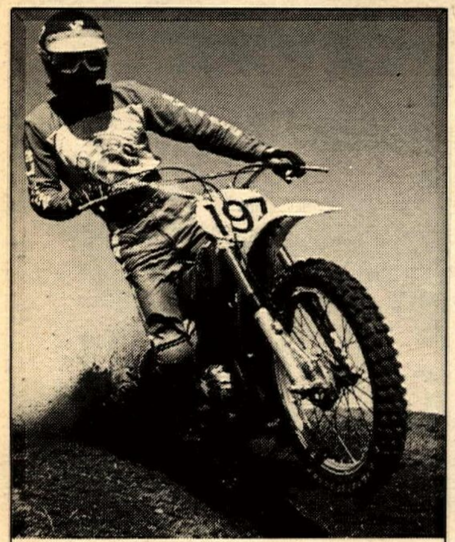

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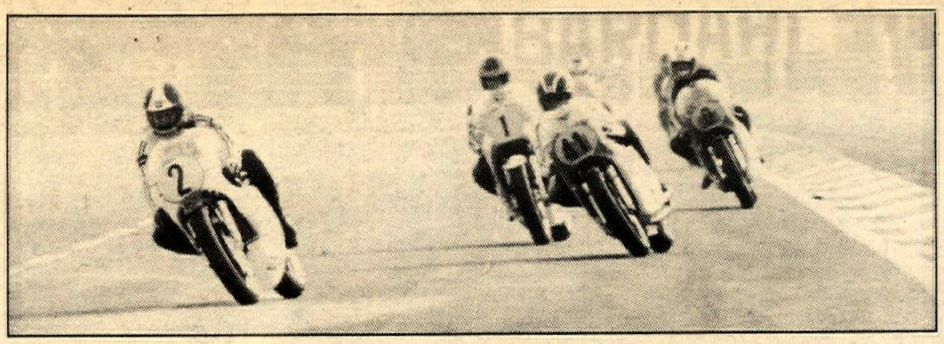
April 29	Carlsbad, Calif.
May 6	Carlsbad, Calif.
May 13	Carlsbad, Calif.
May 20	Carlsbad, Calif.
May 26	Morgantown, West Virginia

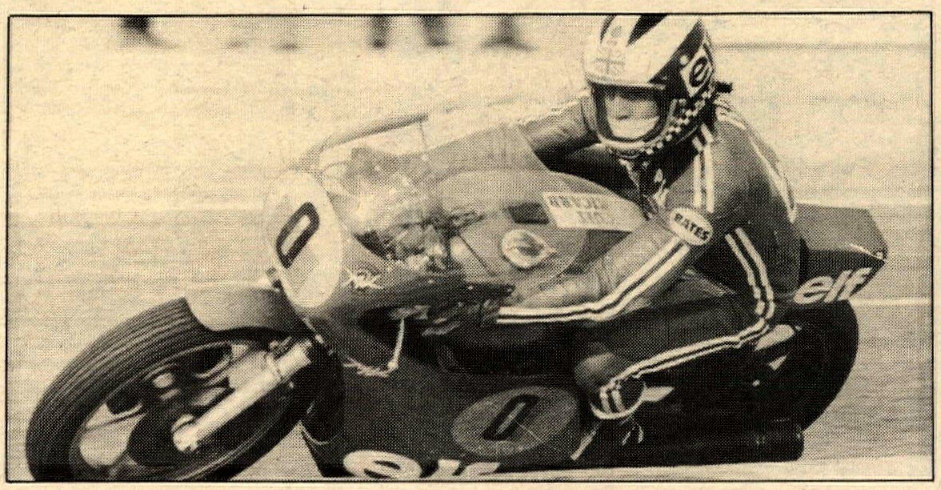
For any student having attended one or more Training Center classes, a year membership is available for $250.00 annually. For further info, please contact the center: 714-744-2161.

Cecotto scores Ago upset



Agostini leads Lansivuori, Toracca and Read at the start of the 500cc event.

Read passed up the monoshock MV after handling problems developed in practice.



PHOTOS BY JAAP DE VISSER

By John Brown

LE CASTELLET, FRANCE, MARCH 30

Venezuelan teenager, Johnny Cecotto became the wonder boy of Europe at Sunday's French Grand Prix when he outrode World Champion Giacomo Agostini to win the 350cc race by a full 25 seconds. And to complete the most sensational debut in classic racing history the 19 year old rider won the 250cc race by one fifth of a second after playing a waiting game with Yamaha works rider, Ituikugire Takai.

"Maybe it was just my lucky day," said Cecotto as he left the winner's rostrum still dazed by his convincing win over Agostini. "I intend to do all the Grands Prix in Europe but I have no predictions to make at present. We shall just have to see how things go in future."

For Giacomo Agostini there was the compensation of winning the 500cc race to get maximum points in a class that has attracted the might of three factory teams this season.

Reigning 500cc champion Phil Read crashed his MV-4 on the first lap of practice, badly damaging his right hand little finger that was disfigured in an Imola 200 crash, two years ago.

Cause of the accident was the poor handling of the MV and although Read was quickly back in action with his hand heavily bandaged, there was no way on race day that he could get his multi around at the same speed as Agostini and Suzuki works rider Teuvo "Tepi" Lansivuori.

"It was frustrating really," said Read who settled for the standard framed MV in preference to the latest experimental cantilever unit." The MV is as quick on top speed as the Yamaha, but is simply impossible to get round the corners as quickly. If the handling can be sorted out I am sure we are still in with a chance of retaining the title."

Read was joined on the MV team by 23 year Italian Armando Toracca who was enlisted into the team under a week before the Grand Prix.

Taken on a race by race contract basis, Toracca who normally rides the Italian built Paton twin, was on the team to replace Gianfranco Bonera who broke his left leg when he crashed it against a straw bale at 100 mph while practicing for an international meeting at Modena two weeks earlier.

Toracca agreed with the handling problems explained by Read, but made a creditable MV debut performance with fourth place on the cantilever framed four.

All the factory riders got away well at the start of the 500cc race and all were anxious to make the first maximum points killing and at the end of the first lap of the 3.60 mile Paul Ricard circuit Agostini just showed in front with his new lightweight Yamaha -4, with Toracca, Read and Japanese Yamaha works rider Hideo Kanaya right on his tail.

On lap two Toracca actually nosed ahead momentarily but then all four were passed by Lansivuori who produced a sudden burst of speed from his Suzuki -4. Tepi, riding alone on the Suzuki team until Daytona injured Barry Sheene is back in action, powered his machine out of the corners like a space rocket to establish a lead in the next two laps. Agostini, suffering a slight amount of clutch trouble on the second and third laps, started to close when the trouble cleared but the rest of the field were starting to trail.

Tepi was still in the lead at the start of lap five but it was to be the end of the race for him. A nylon bush in the gearbox tightened because of the engine heat and the Finnish rider was unable to select gears. Once the engine had cooled the bush freed but by then it was too late for Lansivuori to do anything else but watch Agostini and Kanaya on the two Yamahas rush on to first and second places. Kanaya actually set the fastest lap in 2m 13.8s but Ago was always in command. The speed was slower than anticipated by all the riders because in practice Lansivuori topped the leader board with a lap in 2m 12.3s.

Behind Read - 29 seconds adrift of Kanaya - and Toracca came Frenchman Patrick Pons with his semi-works Yamaha-4 who never looked like mixing it with the full works machines.

One of the first off the start line and sixth at the finish was Englishman Pete McKinley, making his Grand Prix debut on a 354 Yamaha twin prepared by Padgett's of Batley. He was four seconds ahead of Michel Rougerie on a twin cylinder four carburettor Harley-Davidson that was nothing near as impressive as had been predicted after impressive debut outings at the early Italian internationals when it was ridden by Walter Villa.

Cecotto started his works team rocking day in the 250cc race with a performance that had the 120,000 shouting approval.

With World Champion Walter Villa out on the first lap when his Harley twin seized a piston, it was left to Takai and Cecotto to battle for the lead, well in front of the rest of the field.

CeCotto was first off the line but was passed by the Japanese rider within a quarter of mile. Showing that he has an experienced head on young shoulders Cecotto refused to be dragged into open battle and he sat in the slip stream of the faster works machine for 21 laps. Then on the final lap, and at the end of the fast Mistral main straight, he engaged in a successful out braking plan.

With his Yamaha almost sideways, he powered through the next right and left section and hung on in the final run into the checkered flag to win by the narrowest of margins. The pair were over a minute ahead of thirdman Rougerie who simply could make no impression with his Harley twin.

Cecotto, his Yamaha powered by a last year's works engine, quickly dealt with a freak start from the fourth row by Christian Huguet, and built up an impressive lead on the first lap of the 350cc race.

Agostini, down in fourth after one lap, forced his pace up on the second lap to move in to second place but was still three seconds behind the flying Cecotto. But all Ago's efforts were bettered by the Venezuelan who put in the fastest lap at 2m 15.9s - a new class record - on the eighth lap. After twelve

laps Agostini was many seconds behind the leader and by the end of the race the gap had extended to 25 seconds. The crowd was stunned at the performance of the unknown rider - surely the most impressive world championship display for many years.

The race started on a disaster note when Aussi John Dodds collected a broken leg when he was struck by the Yamaha of Swiss Rudi Keller. Keller fell from his Yamaha on impact and the machine carried on across the track in front of the oncoming riders finally crashing in to a trackside wall.

"A nasty moment," commented Mortimer who was confronted by the riderless machine. Luckily no other rider was involved.

Huguet made full use of his rapid start holding third place for four laps until he was passed by McKinley on his Padgett Yamaha twin, Kanaya on the works mount and Jean Guignabodet (Yamaha).

Two laps later Kanaya was up to third but any hope of catching the leaders went one lap later when the gear lever on his Yamaha broke.

McKinley dropped to ninth place after a hectic slide - "I slowed a little then to make sure of finishing at least, in my first Grand Prix race", he said - and it was left to three Frenchmen Choukroun, Guignabodet and Huguet to finish in third fourth and fifth places. Villa was again in trouble with the works Harley after holding seventh place for ten laps.

World 125 Champion Kent Andersson started the season with a maximum points score - but was lucky to come out the winner with his works Yamaha that was no speed match for the new Italian Morbidelli twins. Fortunately for Andersson both Morbidelli riders Paolo Pileri and Paolo Bianchi crashed on the first lap. Pileri, who crashed again on his Yamaha in the following 250 race, remounted in last place and in a high speed recovery that included a new lap record in 2m 29s, he came through to third place with teammate Bianchi back in the pits and in charge of signalling.

But the incident was too much for speed alone to overcome.

At half distance Andersson and Leif Gustafsson, with a Yamaha borrowed from his fellow Swedish countryman, were well in command and well out of reach of the Morbidelli.

The task of the two Swedes was made easier after Swiss Bruno Kneubuhler crashed his Yamaha on the fifth lap while leading. He was traveling at 100 mph when his machine broke away and he collected burns on his back and slight internal injuries as he slide across the track behind his machine into the catch fences.

The Sidecar class produced its own crop of suprises none greater than winner Herman Schmid. The 35 year old Swiss has been around for some time but a switch from BMW to Konig brought the desired result.

The only other rider to really challenge him was last year's championship runner-up Werner Schwarzel but he was plagued by a slipping clutch on his Konig powered outfit.

Englishman Mac Hobson with Mick Burns, a Solo racer, in the chair made an impressive Grand Prix debut with third place on his four cylinder Yamaha outfit. He may well have been able to put in a bid for second place, but a trip up a slip road at half distance ruined his hope. The excursion relegated him to fourth place but he quickly re-passed West German Rolf Steinhausen, on a Konig, to regain third place.

Fastest outfit on the circuit was the Rudi Kurth Cat. Slow from the start Kurth with English girl passenger Dane Rowe, came through to second place before a plug lead fractured and he dropped back down the field to ninth place.

Grand Prix regulars Siegfried Schauzu and Heinz Luthringhauser failed to make an impression.

Schauzu could do no better than twelfth on his BMW, a lap behind the winner, while Luthringshauser now with a three bearing Bu BMW engine used last year by retired champion Klaus Enders, developed transmission troubles that put him out at three quarter distance. •

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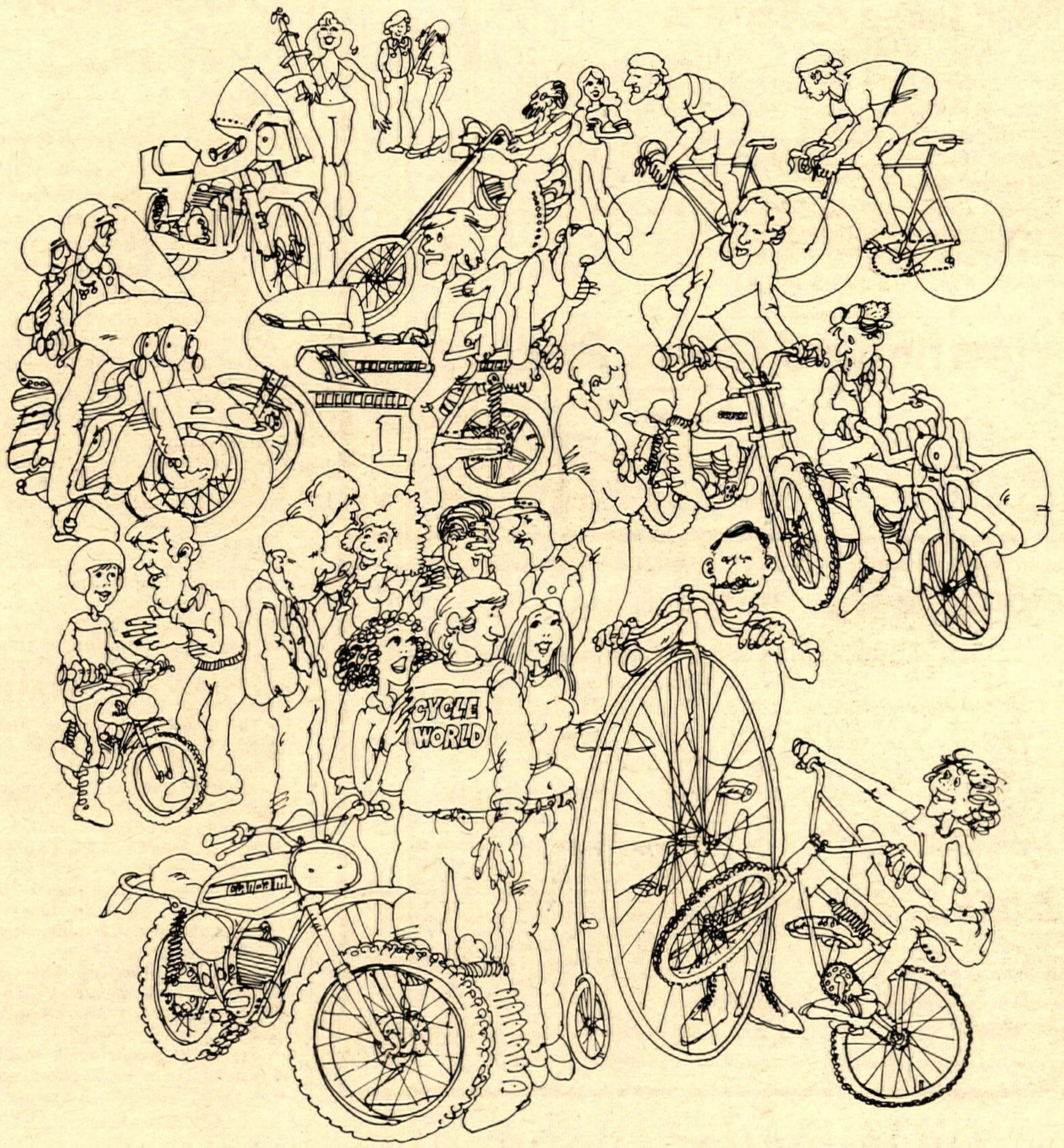

Exhibit Hours: Friday, April 18 — 6 PM/Midnight,
Saturday, April 19 — 12 Noon/Midnight, Sunday, April 20 — 12 Noon/9 PM

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Amateur entry $7, Expert entry $12 including insurance.

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Sign-up: 7:00 to 9:30
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Race: 10:00 AM
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Sunday, April 27th

Annual Northwest Regional

Gates open 8:00
TT race – 8:00 to 11:00
Sign-up: 9:30 to 11:30
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No time to tarry

Griffitts wins hail & high-water Scottish

By Dick Vasquez

BARONA, CAL., APR. 6
A Scottish Trials, by tradition, is tough and the one put on by the San Diego Trials Riders at Barona this date was no exception! With a 15 mile loop ridden three times with 10 sections per loop, and driving rain, hail and cold weather to spice it up, there were only 31 finishers out of over 100 riders entered.

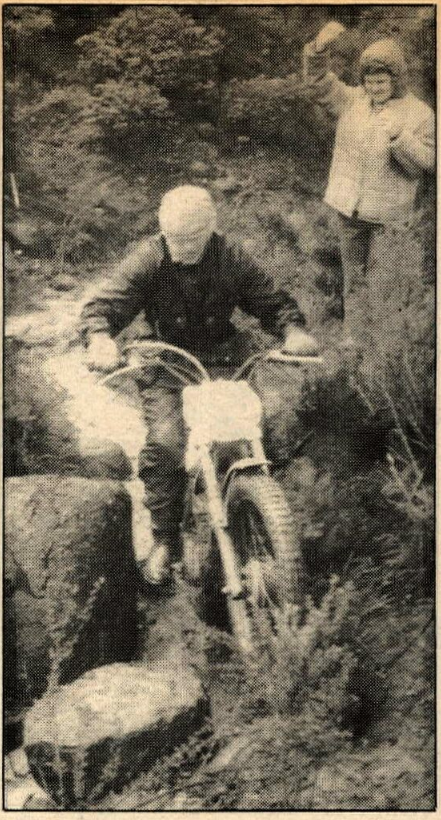
In spite of the weather, most of the riders enjoyed the meet. Those earning finisher pins can be justly proud of them. Mike Griffitts (Mon) won this toughie for his second ATA win of the year. Bernie Schreiber (Bul), literally flying in his third loop, finished second. Bob Nickelsen (Hon), was one of the few riders to finish within the four and one-half hour time limit, at third Expert.

Mark Eggar (Hon) had to be one of the most disappointed riders – he dropped fewer points than any Expert but was disqualified (as well as many others) for not finishing within the five and one-half hour cutoff. (Four and one-half hour time limit plus one hour grace.)

The happiest rider after the meet was Mike Meade (Bul) who took first Amateur. Mike, another Bob Grove protege, continues to improve and impress. Bob Burman (Bul) finished second followed by Debbie Evans on a new Yamaha TY 175. Debbie, who is only five feet three inches (and pretty), just switched from a bigger 250cc Ossa hoping she could do better on the smaller Yamaha. Certainly appears like she did!

Of the 56 Novices that started, 10 finished. The winner was Glen Coahran (Mon) followed by Marv Hitchler (Suz) and Jerry Armstrong (Bul).

SDTR President Dick Widick, who was in charge of the section layout, used the same loop Vic Conoway laid out



Visiting Englishman Dennis Butterworth (who used to ride MX with the Lampkins) dug the "English" weather, found going helmetless in the hail a bit painful.

two years ago. The loop got progressively worse as the day wore on due to the constant rain which ultimately took its toll as more and more riders dropped out. A four-wheel drive club, Los Batidores of San Diego, assisted throughout the day hauling broken bikes in and helping tow out campers and RTVs until late in the evening.

The third loop was especially desolate due to the absence of riders and somewhat spooky since most of the trail was completely covered over with hail. A portion of the third loop would have made a good section. One dropped into a gully, which was over 1500 feet long, with 20 foot walls on each side and only three to five feet wide. This section contained enough rocks, staircases, switchbacks, etc. to keep even the best rider on his toes. A very tired Ed Mills kept hearing a motorcycle behind him in this section but when he turned around, he was alone. Mysterious rider?

A visiting rider from England, Dennis Butterworth, felt right at home in the rain but found it a little painful riding in the hail without a helmet. •

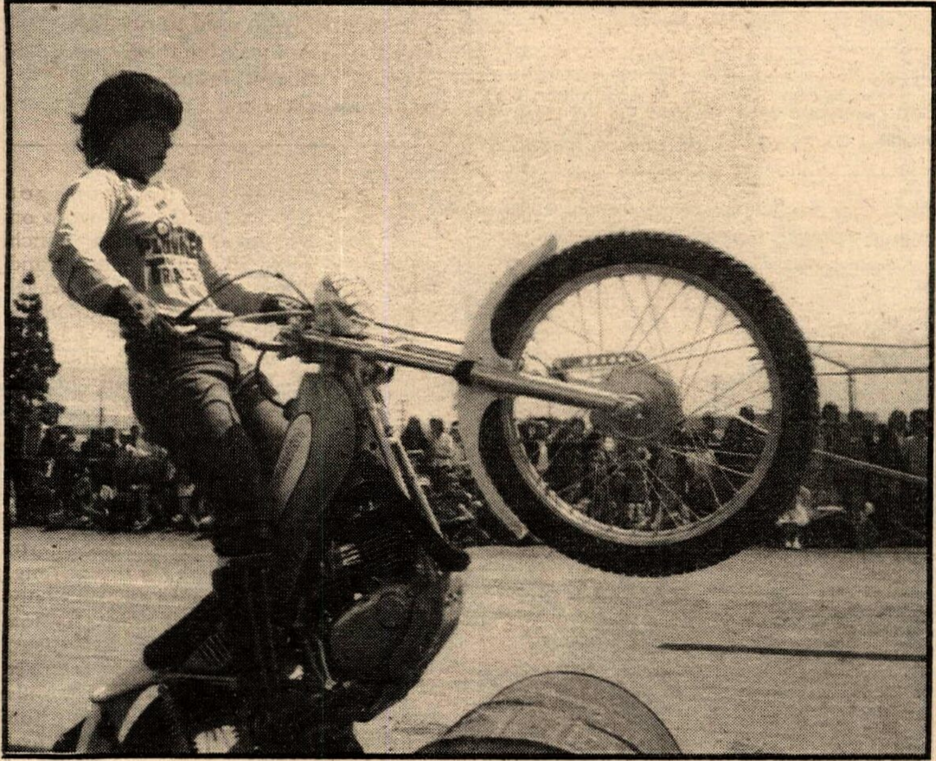
Results in Results Section.

A dab in time may save it–Novice Trap Four.

PHOTOS BY DICK VASQUEZ

Can you feature a school trials team, complete with cheerleaders?

All the demonstration riders were high-schoolers themselves, like Debbie Evans (15) who also does a neat five-minute balancing act on her new TY175.



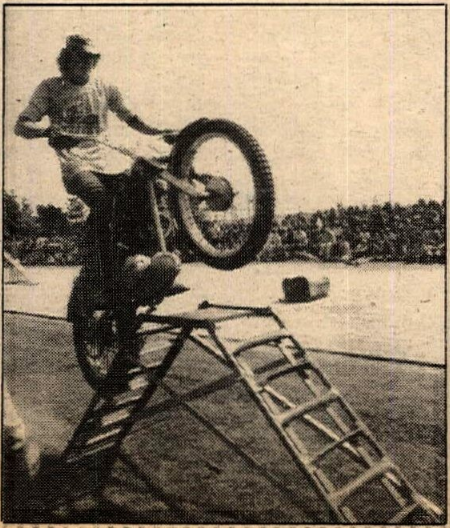
PHOTOS BY DICK VASQUEZ

Junior high trials exhibition

How do you get kids dialed in to trials without hiking them 15 miles into a box canyon to see a humongous hairy-chested trials section in the raw? If you're like the Plonkers of Garden Grove, Ca. you pack up a few clever props and take the trials to them instead.

The club did just that before an overflow crowd of students and faculty at Brookhurst Jr. High. Contact Bob Sinclair, P.O. Box 2498, Orange, Ca. 92669 to arrange a similar school-assembly demonstration. Needless to say, the Brookhurst crowd was amazed.

Clean so far, but the descent could be spectacular.



Tim Richards on the teeter-totter. And he's a Novice.

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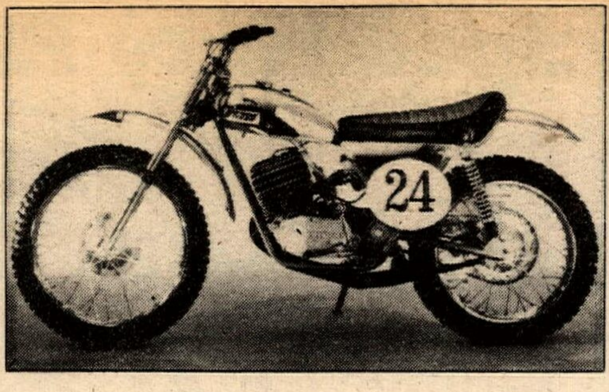

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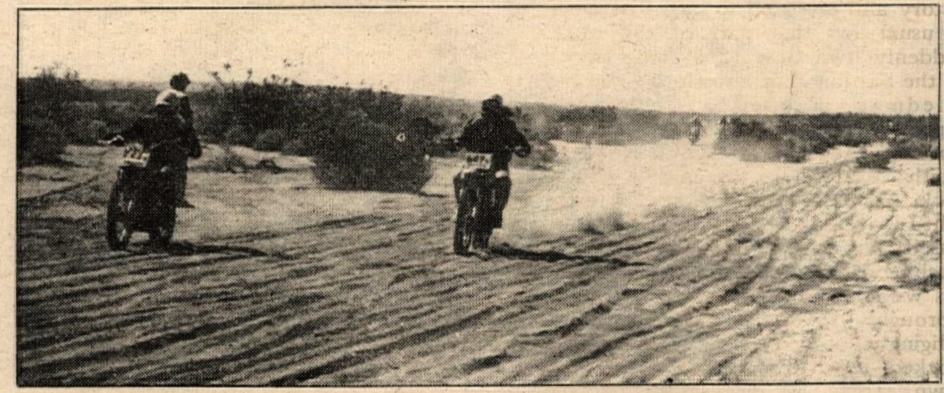
PHOTOS BY DALE BROWN

Bob Balentine won, picking up the lead when Bill Conroy broke a crank on the fireroad in the background.

Wide, freeway-ish sandwash which really sucked up an engine's power. Scream, urp, seize.



DRA Hare Scrams: Balentine boogies, Conroy cracks crank

By Dale Brown

ADELANTO, CALIF., APRIL 13
Bob Balentine really moved his 250 Husky around a very fast course to win Overall. The victory was a combination of Balentines great skill and Bill Conroy's very bad luck.

Conroy led from the smokebomb on his 400 Yamaha and had a healthy lead completing the first 30-mile loop. Disaster struck on the fireroad leading out of the pits when his crank broke. It was the third consecutive time that Conroy had broken, twice while in the lead.

Balentine had gotten to the bomb running in fourth and quickly moved into second. The fact that Conroy broke shouldn't take anything away from Balentine's win, it was simply a big bike course. His Husky/Malcolm Smith sponsored machine was in for the finish about two minutes ahead of Ron Wright (400 Yam).

Wright and his Dick Allen sponsored Mono had gotten a pretty bad start and he had spent most of the first loop passing other riders. He took over fourth after Phil Stumbo (who is really getting fast lately) crashed on a 10-foot dropaway. Despite a painful hand injury, Stumbo carried on to finish 14th, fifth 250 Expert. Meanwhile, Wright passed Larry Roeseler (250 H-D) for third and he ended up second overall.

Roeseler, riding his first DRA race, got a top ten start and rode a consistent WFO race to finish third. Kim McKean (400 Hus), who has decided to ride the DRA circuit on a regular basis, finished fourth, second Open Expert.

Gordon Schmid (400 Yam), winner of the Greasewood Derby, was in next for fifth, Schmid is only 38, not 43 as we reported earlier. Von Peterson (400 CZ) finished sixth, and for the third race in a row, was first Amateur.

Dale Owens (400 Yam) led the Novices on the first loop again, only to seize three times on the second loop. Owens ended up fourth in class, with the Novice victory going to Boyd Jantzi (400 Yam), who finished one up on consistent Dave Wood (400 Yam).

This was the inaugural race for the DRA's new Senior class, with wins going to a couple of perennial favorites. Gus Paull (400 Hus), the number one Open class rider for the past two years, took the A class victory with C.V. Greene (175 H-D) and George Lanyon (250 Hon) topping the B class.

Jim Beardsley (250 Yam) led the Beginners to the bomb, but Chuck Roulund (250 Yam) had the lead coming through the pits on the first loop. Roulund's rear tire went flat and Doug Beisner (250 Suz) ended up the Overall winner.

Tragedy befell the race with the death of Thomas Strong, 24. Strong, an Amateur running third in the points, apparently tried to pass another rider on a fireroad when they tangled wheels. Both riders crashed and Strong was killed instantly when he hit one of the wooden telegraph poles alongside the road. Our deepest sympathies go to his wife and relatives. ●

Results in Results Section.

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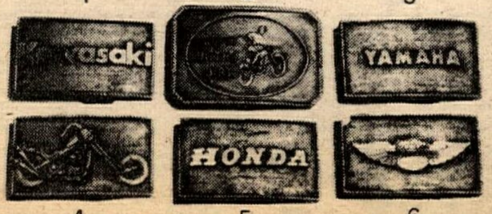

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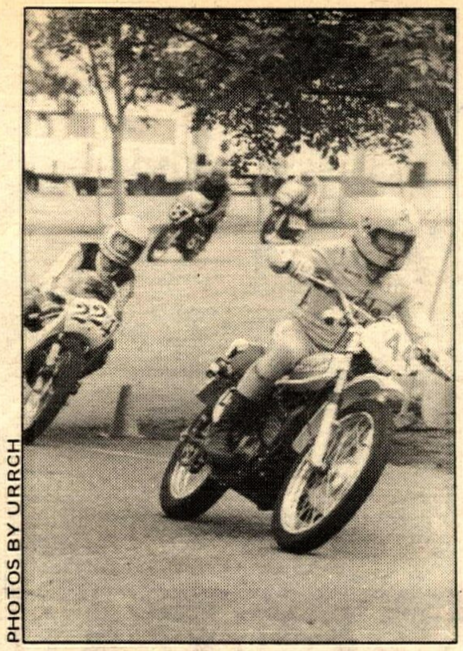
CMC RR: Can-Am goes road racing & wins

By Irving Berlitz IV



Strange GP machinery . . .

RVINE, CALIF., APRIL 13
Riding a Can-Am 175 sponsored by Bombardier and *Cycle Guide* Magazine, Art Friedman today narrowly edged John Hewitt (Yam) to win CMC's 200 Production class here at Orange County International Raceway. Art's motorcycle arrived from Canada three days before the race, ahead of a factory-prepared top end and taller gearing. Instead of waiting for the trick components, Friedman just broke in the bike over 80 miles of Indian Dunes mud, changed from trials to road tires, and went racing.

The lead changed 40 times in ten laps, with Hewitt's fast RD200 Yamaha in front across the start/finish line for each circuit except one. Every lap Friedman charged past Hewitt between Turns Two and Four, was passed on the fast back section, came out of the Turn Nine hairpin faster to pass again, and was blown back into second by the Yamaha twin's superior top end on the long front straight.

Exiting the chicane on the last lap, Hewitt was confident of ultimate victory and prepared to pass Friedman, as usual for that part of the track. Suddenly, two slow 125s being lapped by the battling pair hove into view, and Friedman grabbed a trophy gold opportunity. The smaller machines were running nose-to-tail about a bike's length apart down the middle of the track. Art passed the trailing 125 on the right, wove in between the two, and passed the leading 125 on the left, brushing against the arm of the leader as he went by. The result was two thoroughly shook-up 125 racers, who obligingly bobbled all over the track and blocked Hewitt, forcing him to slow down. That was just what "Art the Blunt Dart" needed, crossing the finish on the long drag strip straight a scant ten feet before Hewitt wailed by.

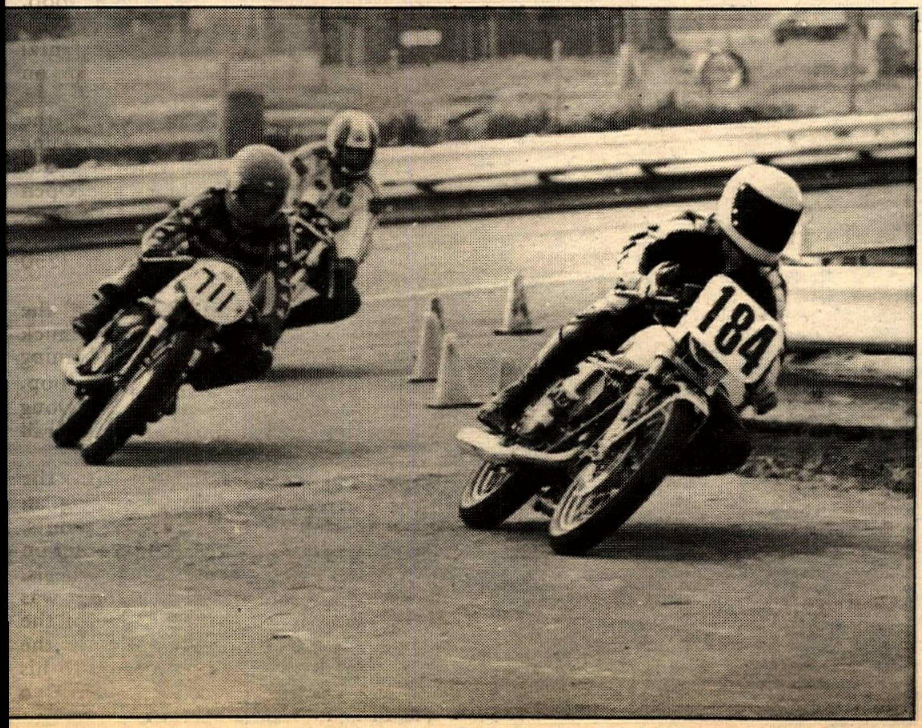
Even closer was the finish of 250 Production, a money race that was absolutely bizarre. Glenn Billings (Yam) lost his front number plate on the grid, then led for four turns, until Dain Gingerelli (Yam) outbraked him and passed in the chicane. On Lap Three, Wally Karpynec (Suz) passed first Billings, then Gingerelli entering the bumpy Tower Turn. Gingerelli repassed on the next lap on the back section. Karpynec passed Gingerelli around the tower again the same lap, and so did Billings. Then Harry Klinzmann moved up to challenge Billings in the chicane, at which point Billings found his right number plate falling off and fouling his rear brake lever, so he threw it straight up in the air. Harry ducked to avoid the number plate, then passed Billings. On earlier laps, Billings had consistently knocked a rubber traffic cone marking the inside of Turn One into Harry's path, driving Harry to some innovative lines and the corner workers to distraction.

At the end of the front straight on lap seven Karpynec's tight new Suzuki motor seized. Wally overshot the turn, got the bike running again in fourth, came around the next lap and stuck it solid after diving into the turn, almost high siding. He saved it, rode down the exit road and into the pits, telling bystanders that was the last of 10 or 15 "mild" seizures during the race, and the least mild of the lot.

Gingerelli's Yamaha bogged a tad out of Turn Nine. Klinzmann got a good drive out of the hairpin, closing up and then passing, to win by three feet. Billings fell down in the last corner of the last lap, and Art Friedman (Yam) found himself in third, although a half-lap down.

Klinzmann had seized his 350 Production bike in practice, sent his pals

cramble for position in 250 Production. Dain (184) Gingerelli
eads Wally Karpynec and Glenn Billings



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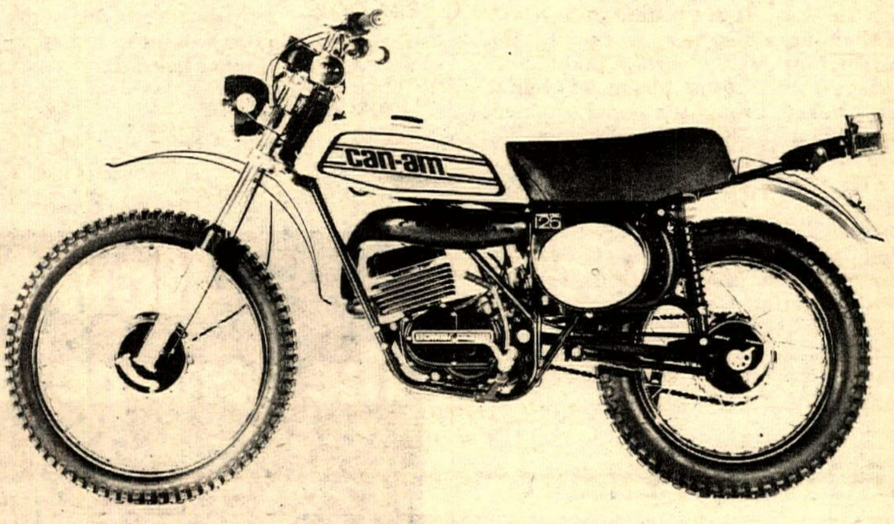

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Gaylord Mills and Carl Kriesant home to get a 250 top end, and the bike was assembled moments before the start of the race he won. So excited was he by winning so narrowly that he missed the start of the next race he was planning to ride, Open GP.

Camber Company, makers of fiberglass, put up $20 for the winner of the Cafe class, which was blown off by very experienced Lance Weil on a Laverda. Because of his road racing background on more than one continent, Weil made special arrangements to not be scored in the race. He was just out testing prior to the AFM six hour race next weekend. John Small (Hon) got the money, and former *Cycle News Central* Associate Editor Bob Dickey brought a stock-engined, Camber faired RD350 across the line 11th of 29 finishers.

Killer DKW won its 14th straight 125 Production race.

Chuck Price rode his Kawasaki 400 triple to the track, raced Cafe class, removed the fairing, and took third in 500 Production. Then he put the fairing back on his bike, and was last seen pulling out of a gas station onto the Santa Ana Freeway. •

Results in Results Section.

CRC Gringo Enduro

By Larry Langley

CALIFORNIA CITY, CAL., APR. 13

CRC's Gringo Enduro started off pleasantly enough. The tame first loop wound through the rolling hills and finished in the flat terrain just East of the pit area at Park C. There wasn't much to write home about on the first loop (which is the way it's supposed to be at a family type enduro) but reams of paper could be consumed about the second. Interesting? You bet? Challenging? And then some. Difficult? Unfortunately yes. Sigh . . .

The results speak for themselves. The top five were all Open A class riders. It was that type of course. The A riders really dug it. The B riders thought it was very challenging. The others, well I can't print what they were saying. There is a fine line in making a family enduro interesting and challenging without being too hard.

Jerry McNeal laid out what I thought was an outstanding District 37 enduro loop but frankly it was too tough for a lot of the riders. Some uphill ridges developed into some bad bottlenecks on the later numbers. To cap things off was a downhill of genuine absolute pucker power. More than one rider looked over the edge and muttered "I ain't riding down THAT!" and rode off looking for camp. The brave took some deep breaths, closed their eyes, plunged over the edge and tried to inch their way down. There were some rather spectacular crashes, but most were just dump-it-over and slide-down type. One poor soul thought he'd just ride it down and run it out when he found himself heading for some rocks. He hit the front brake and promptly did one of the most ferocious looking crashes I have ever witnessed.

CRC should have put in a hard way/easy way there. Many riders who just ride family enduros have never experienced that severe of a downhill. It doesn't help to have friends tell them that it's a typical District 37 type hill. It was hairy in any type of enduro. The loop was super fast—21 and 24 MPH all the way. It was hump time with very little timekeeping. One rider commented "I sure wasted my time making up a route chart for the second loop".

A lack of checks didn't help matters any. CRC, being a promoter, has a problem in that they have to hire all their help. It's a problem getting these people to their checks which they haven't seen before. Three check crews didn't make it to their checks.

CRC had some real nice finisher pins to try and placate the finishers. There were an awful lot of riders coming in way late. They were just happy to finish.

Larry Twait of the Bar Benders M/C won first overall unofficially, riding his new Bultaco Frontera. He seems to like it. Larry lost just six seconds at the tiebreaker. Not too shabby.

If you were unhappy with the toughness of the course don't despair. CRC will tame it down for the next one. They went a little overboard but a trophy in this one will mean something. You very definitely earned it. •

Unofficial Results

1. Larry Twait :06 (Open A) 2. Tom Gutzfird :10 (Open A over 35) 3. Walt Tabor :22 (Open A) 4. R.H. Stenburg 1:11 (Open A) 5. Tony Martin 1:15 (Open A) 6. Jay Dombrowsky 1:19 (Open C) 7. Jay Roberts 1:22 (250 B) 8. Bill Phillips 2:00 (Open A) 9. Larry Langley 2:01 (Open A) 10. Sam Lyman 2:10 (250 A).

ONE LOOPERS: 1. Brian Foss. 2. Karen Snyder.

Riders welcome rainless weather

By Andy Gangewar

ELSINORE, CALIF., MARCH 29

In the Mini Beginner class, Jeff Pruett, 14 from Buena Park won all three motos giving him the first place trophy and the new ranking of Novice. John Carter came up with the second place leaving the number three spot to Brian Miller.

Our not-too-frequent 175-200 class proved to be easy pickings for Richie Volk up from San Diego. Richie, the only Expert of the class was positioned on the jump behind the Beginners, zipped by the others taking three wins and the first place trophy. Jason Herrold took the second place honors on his Kawasaki with Chris Combs bringing in the third.

The 500 Open Amateur/Expert class was a super rough one. The Amateurs started out in front of the Experts with a first place trophy being given in each class. In the second moto, Rod Sexton an Expert, and Gery Pietrusykiewiez an Amateur, had a coming together right off the line. Gary's bike was bent up but he came out in good shape, which is more than I can say for Rod. He fractured his thumb and pulled some ligaments in his arm. Keith Moss, an Expert from Oceanside, took the overall win with two firsts and a second and Al Glover on a Yamaha took second. The first place Amateur trophy went to Floyd Petton from Poway by taking two seconds and a first. Kerry Standifer,

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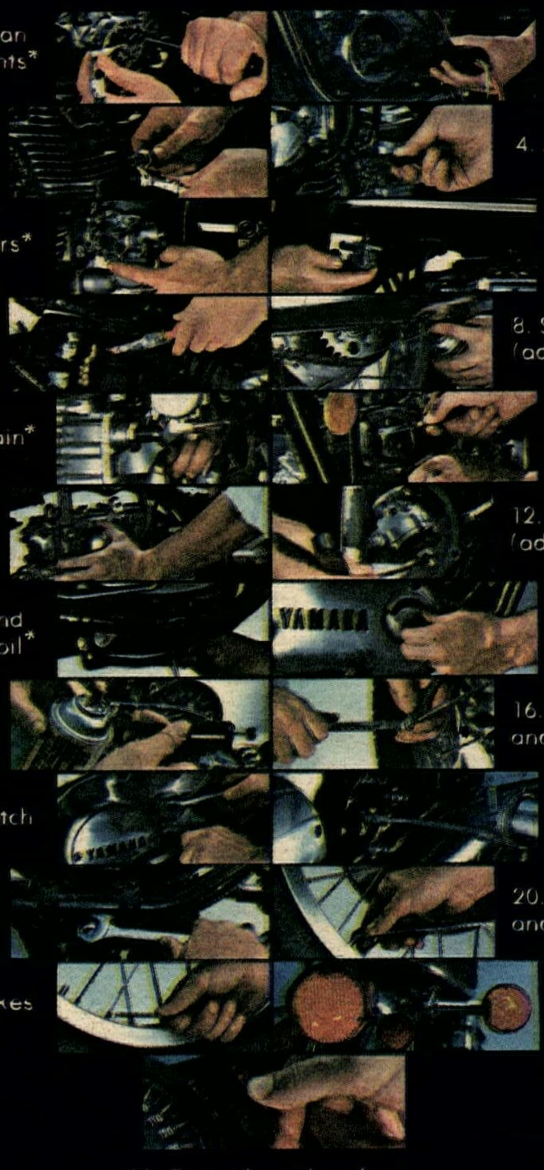

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also up from San Diego, got the second with two firsts and a DNF. •

Results in Results Section.

BCA mudders at Shadow Glen

By Tod Rafferty

VALENCIA, CAL., APR. 6
The NMA moved their mini racing over from the International track to join the BCA crowd. Scott Boek (Hon) took the top position when only half the original field appeared for the muddy second moto. Jay Van Camp (Hon) was second overall and Gary Goforth (Suz) finished third.

Mike Harnacker (Suz) wired the 100 class with wins in both motos, followed by Mike Gosselaar in second and Tom Smith third. Doug Taft (Hon) also aced both motos to win the 125 class, with Richard Titus and Glenn Hammon putting their Hondas into second and third. Harnacker came back to win the 250 Junior event aboard a CZ, followed by Craig Lauterman (Suz) and Mike Misik.

All the Expert classes ran together, and Mike Lacy put his Husky 250 into first overall after Russ McAfee (Bul) stalled his machine while leading the deciding moto. Third overall and first 125 was Bill Barlow (Hon) followed by Tom Barnett (Hon).

The Old Timers provided the day's most entertaining racing as they tried various approaches to navigating the slimy goop. First Expert was George Meyer (Mai) as Blackie Lewis (Mai) and Don Carey (Ossa) raced in front of the Master field, with Lewis taking the overall victory. John Webb headed the Amateur division, followed by Bill Bird (Yam) and Jack Hurley. First Novice was Gerald Hutchinson (Mai), with Al Dennler (Hon) and Howard Zimmerman (CZ) in second and third. •

Results pending.

Friday at the Dunes

By Tod Rafferty

VALENCIA, CAL., APR. 4
Another wind-chilled evening at Indian Dunes provided fine course conditions for the 150 riders who appeared for the regular A.M.E. Friday night motocross. Morning rains had softened the entire track and provided heaps of berm-building material.

Riders from Revell's Two-Stroke again dominated the 250 Expert class, but this time Will Harper (CZ) was second to teammate Don Hansen on a Maico. Tom Claire (CZ), riding for NBR Engineering, took home top bucks in the 500 Expert class followed by Randy Stubbs (Bul) and Penton rider Chris Bartlett. First 125 Expert was Andy Jannings (Hon) and Tom Zahnter (Hon) finishing second.

Mark Bear took first 250 Junior as Lloyd Baland and Gary Scardina finished one-two in the 500 division. Joe Brown (CZ) and Norb Brown (Hus) were the two top Old Timers, followed by Richard Dixon on a new Moto-Villa 450. •

Results in Results Section.

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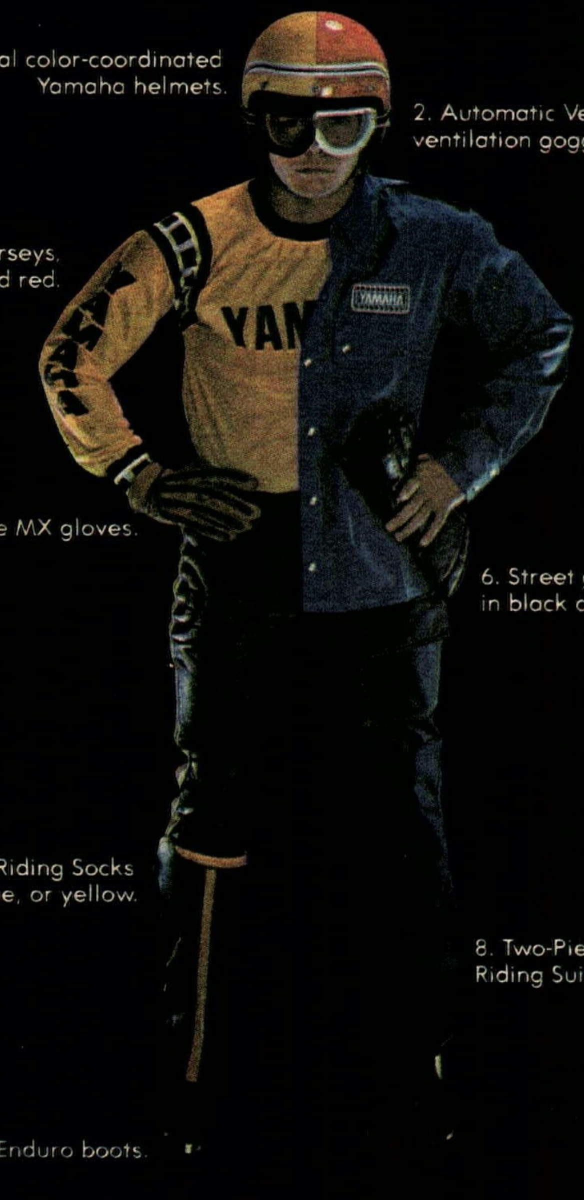

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Nancy Parks leaves with flair

By Elaine Jones

CORONA, CAL., APR. 2
Nancy Parks really made the boys sit up and take notice as she led the Open Novice class from start to finish taking on all challenges and beating them. Tim McWhorter, his first time out since his broken leg, gave it his best shot but Nancy stood her ground with Tim having to settle for second. Dennis Aguirre always a front runner was in for third.

Tim did have his moment of glory on the TT with Denny Aguirre making him work for every piece of it. It was a see-saw battle with Tim coming from behind but winning it nevertheless. Denny had to settle for second.

Meanwhile, on a dry, slick half-mile, Dan McWhorter was doing some wild things in the 750cc Expert go. Dan laying back around third found himself a hole and took his best shot, which wasn't too shabby considering it put him first where he and Jim Wright commenced to show the folks what crossing up and power sliding is all about. They were close enough to shake hands coming out of the turns but McWhorter's bike seemed to have more power when they hit the straights and that was the telling factor. Paul Lambert, the third place finisher, was another example of the caliber of Expert racer Corona is attracting.

Mike Tidwell is a name that is becoming well known in racing circles as he continues to turn in outstanding performances week after week. The young 14-year-old picked up three firsts and one second Wednesday. Mike claimed firsts in both TT and half-mile in the 125cc Expert class, rested one race, came back and won the 250 Expert single with a good margin over Eddie Lawson and Bob Graves, and went back to the line immediately for the 250cc Expert Twin go. It was here he encountered a fired up Craig Armstrong who pulled out all the stops and took some very daring chances to win the class, handing Mike his only second of the night. Randy Roderick was third.

The 250cc Novice class saw some new faces up front. Wiley Miller, who hasn't been out for a long time, showed everyone he hasn't lost his touch as he worked his way through the pack for the win. Jim Roach and John DeBruyn were second and third. On the half-mile it was Dylan Neihart who got out fast and put a lot of daylight between himself and the rest of the pack for the win. Wiley Miller worked his way up to take second and Dave Anderson was third.

Dan Davis and Eddie Drake shared the 125cc Novice wins with Eddie also sharing the 100cc Novice goes with Justin Vaughn.

The Minis also had three winners with David Jenkins and Chris Gables winning Divisions one and two on the T.T. and Chris Cannon the half-mile. •

Results in Results Section.

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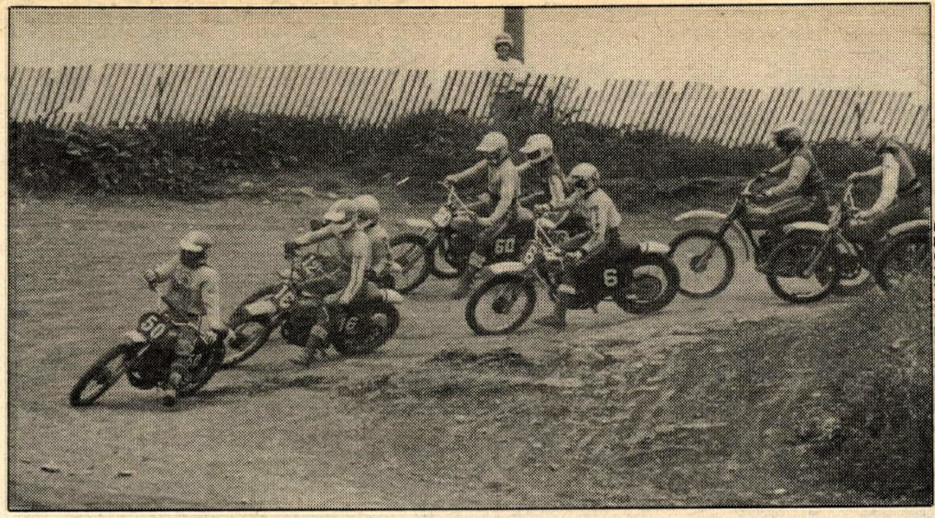

PHOTOS BY MIKE KLINGER

Gary Denton leading the start of the 125 Experts.

AMC Saddleback

By Mike Klinger

ORANGE, CAL., APR. 13
After some windy and rainy days past, local motocross came to life as members of the American Motocross Club staged an excellent racing exhibition. Ideal motocross conditions existed: superb traction, hazy-moist skies and temperatures ranging around 65 degrees.

The racing consisted of all classes competing in two 20 minute motos and the pros dueling in two 30 minute clashes. The Experts took off in good style with Jeff Ward (Hon), the Roger "D" of mini bikes, winning his class handily and beating most of the 100cc machines.

Seventeen 125cc Experts lined up for the start of the first moto and when the gate dropped Gary Denton (DG) was first off the line followed closely by Mark Tyer (Hon) and Mark Lawrence (Hon). The first five laps were highlighted by a three man battle for the lead. Finally Tyer took the lead and gradually pulled away from the field with Denton and Lawrence in hot pursuit. With half a moto remaining, David Williams (Hon) came from the middle of the pack to take over second place with Drew Nelson (Hon) in third. A great deal of position changing can take place in 30 minutes. Tyer, who was briefly challenged in the opening moments, took the checkered flag with Williams second and Nelson third. Moto two was a replay of the first with Williams and Tyer both exchanging the lead and Williams taking the honors and the first place trophy for the day. Tyer finished second overall and Chuck Lunde (Puc) snatched third.

Jeff Ward turned in a winning performance in the Mini Pro class.

Bruce Baron (Yam) grabbed the hole shot at the start of the 250 Expert class. Dave Pessy (Mon) and Bob Stem (CZ) were hot on Baron's heels until Baron had trouble with the whoopdies and Stem became the new leader. Stem held onto first with Baron taking a "falling-behind" second and John Petty (Mai) handling third. In moto two, another identical copy of race one occurred only this time Stem scurried past Baron at the base of Banzai Hill with half the moto remaining. Final results of the day: Stem, Baron, Petty.

Jon Derhammer (Mai) dominated the Open Experts. Derhammer took the lead after passing leader Joe Johnstone (Mai) when Johnstone miss shifted. Moto two saw Derhammer just "kicking-back," pulling away from the other riders with Scott Gilman (CZ) in pursuit. Derhammer took the cigar and first place for the day with J. Hazard (Bul) second and S. Cavnes (Bul) pulling in third. •

Results in Results Section.

Baron had some trouble but still managed to finish second overall.

Roberts leads Yanks

(Continued from page 11)

very last period of practice in the morning saw John Newbold, newcomer to the Suzuki Works line-up and the British team, crash his 750 and write it off. He was unhurt, but it was too late to repair the damage and Charlie Williams replaced him.

Again, the racing was all America, at least as far as the first leg went. Dave Aldana and his Suzuki found the new shortened track, reduced from 2.7 miles to 1.6 miles, very much to his liking, and he led the field through on the first lap, past Knickerbrook, with Roberts, Pat Hennen and Romero in close company.

Aldana stayed out front for a couple more laps, with Roberts, Romero second and third, and Stan Woods squeezing past Hennen to take fourth place.

Roberts took over from Aldana on the fourth lap and Romero moved into second place on the same lap. And that's how they finished, though Aldana did cause some excitement at Knickerbrook by outbreaking Romero on one lap to move briefly into second place, before overdoing things completely on the following lap, taking to the grass and dropping back to third place.

Romero too, had his moments in this race. He slid off at Lodge earlier in the race and remounted before losing second place, so great was the lead he and Roberts had opened on the rest.

Not so fortunate was Mick Grant. He fell off on the petrol spilt when American reserve Randy Cleek took a tumble, and dropped from a crucial fourth to a lowly thirteenth.

Behind Roberts, Romero and Aldana came Stan Woods, Dave Potter and Barry Ditchburn from Britain, all completing the full race distance. Steve Baker, Don Castro and Steve McLaughlin grabbed seventh, eighth and ninth places to give America a 75 - 58 points scoreline in this race, and lift their lead to 41 points.

The second race was cut to 15 laps though few people including the on course commentator and B.B.C. Radio reporters knew it!

It was still raining and still very, very unpleasant, but the conditions held no terrors for Aldana and Roberts who led Percy Tait, Pat Mahoney, Romero, Hennen and Woods on the first lap. Aldana slid off before the end of the lap and slumped to the tail end of the field where Dave Croxford on the Norton was once again limping round.

It was Roberts in command from then on, until dramatically, on the start of the eighth lap, he applied too much front brake going into Old Hall Corner and slid off. The cheers from the Grandstand were not so much directed at the unlucky American but more an expression of relief that he was after all, subject to error.

Romero was then the pacemaker but he obliged by performing a similar trick, this time on the exit from Old Hall Corner, but unlike his first race gymnastics, he was unable to continue.

The fans couldn't believe it. Out in front was Stan Woods and Pat Mahoney. They had almost forgotten that there were British riders in the race!! and there were some deserved cheers for the plucky woods, riding with considerable pain, and the consistent Mahoney, who emerged as Britain's top scorer.

Pat Hennen was third home, Don Castro fourth and Steve Baker fifth, just to show the Americans were still in the contest. But Mick Grant, Dave Potter and Percy Tait filled the next three positions to give Britain their only success of the series, winning that race 66 points to 60 and turning what looked at one stage as if it would be total annhiliation by the Americans, into something more like a thrashing.

For Amerca it is a good thing. The late Cal Rayborn and Kenny Roberts had proved in the past that world class riders could be found in the States. This John Player Transatlantic Trophy Series win merely confirms it. ●

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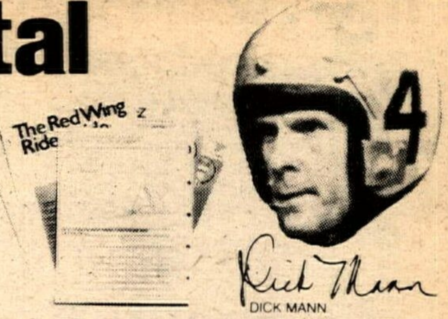

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SCHEDULE

May 2	½ Mile	Colo. Nat. Speedway (night)
May 4	MX	VDR (Berthoud)
May 4	S.T.	CSFA (Rains)
May 9	½ Mile	Colo. Nat. Speedway (night)
May 11	MX	BRRMC (LaFayette)
May 11	MX	Trinidad
May 11	TT	VDR (Berthoud)
May 11	TT	Aztec (Colo. Springs)
May 16	½ Mile	Colo. Nat. Speedway (night)
May 18	MX	Aztec (Co. Springs)
May 18	MX	Team Turtle (Berthoud)
May 18	TT	CSFA (Rains)
May 18	½ Mile	Sterling
May 23	½ Mile	Colo. Nat. Speedway ($1,000)
May 25	MX	Castle Rock
May 25	½ Mile	Adams County
May 25	MX	Aztec (Colo. Springs)
May 24 - 26	Speed Week	Adams County
May 26	RR	Adams County
May 30	½ Mile	Colo. Nat. Speedway (night)
May 31	MX	

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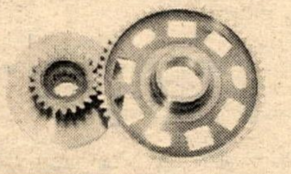

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W. H. SPENCER

Two "heavies" in the Fremont Open class: Gary Vanderpool leads Jim Odom, both on 450 Moto Villas.

Cycle News North

Marathon bunniness

By W. H. Spencer

FREMONT, CAL., MAR. 30

Sunrise services brought out 10 hearty entries on Easter morning minibike Marathon Madness and with a pink plastic bunny to start off the precedings, it was to be a great day of racing despite a very poor turnout.

Mike Sprenger surprised no one by jumping out into the lead with buddy Mike Webb in second and a newcomer, Joe Rezendes running third while getting used to the terrain. Webb eventually dropped from competition while Rezendes kept a consistent pace and caught the leader at the halfway point. He could only hold the lead for one lap, though, as his throttle wasn't working right and he had to settle for second over Mike Kelley who barely nudged out Jeff Bramlett.

Jeff Hallock led out a slim field of 125s and appeared to be on his way to some easy pickings as his brother Mark was going to help for awhile. Mark still suffers from a blood clot in the arm, but has been given a doctor's release to try and work it out.

Jeff kept a sizeable lead over Eric Jones until he crashed and hurt his own shoulder on lap 10 and with Mark only able to ride a few laps at a time, the brother team rested until the 250 class would run. This gave Jones a good run at the pack and he finished two laps ahead of the Mike Webb/Don Anderson team.

The 250 competition looked quite a bit like a big time pro race when the Moto-Villa boys showed up with two new bikes and riders Jim Odom and Gary Vanderpool.

At the jump, scrambler Fred Faltersack took the front spot with newcomer Steve Kenakovich just ahead of Odom and still healing Bob Vickery. Vanderpool had troubles starting was 10th after the first lap and then got knocked off on the second lap to be way back in the pack as Odom took off with the lead as of lap two.

Vanderpool took away second from the Lake/Faltersack team on lap 11 and from that point, the nationally rated Odom and the ISDT rider pulled far ahead so that by lap 28, they had lapped the entire field. Competition came along at the midway point when the Silva/Navarro team brought the Bultaco close to Vanderpool at the gas stop, but they were forced out with a flat tire.

Al Kenyon rode out to an easy lead in the opening laps of the Open on his sort-of trick 363 Sonny Kenyon Bultaco but gave up the deed on the 12th lap with a leaking seal.

Speedway ace Jerry "Kamikaze" Bowers pushed his XL Honda to the lead and damn near took it all before dropping out on the 52nd lap. He ran second for 15 laps near the middle when never-say-die Vanderpool took the lead on board his Pop Kenyon XL. Meanwhile, Paul Schwafel was closing the gap on his 250XL and having a good go with Rich Carlson and the Nick Nazzisi/Paul Crippes team on a new YZ Yamaha. It was all to belong to Schwafel when first Vanderpool and then Bowers sat it out. •

Results in Results Section.

Gold Coast MC news

By Doug Thompson

COOS BAY, ORE., APR. 9

Terry Cook deserves special recognition. March 6th he held his first Search and Rescue mission. Within two hours 15 minutes, after being called by the Sheriff's Office, he had

organized a search team that located two lost people and had them loaded into a helicopter and on their way to sick-bay. The Coos County Search and Rescue Team advised this must be some kind of record. Lt. Commander Tom Gill of the Coos Head Naval Facility called and thanked the Search and Rescue Team personally as it was two of his men that were lost. Harvey Latham, the State Administrator of Emergency Services in Salem, requested a complete report from Les Miller on the search. *Good work Terry!*

We finally got everything necessary to hold our Sand Dune Scrambles. The first race is scheduled for April 20th and the second is for May 18th. We have a 125, 250 and Open class competition; for more information call Pete at Big Y Yamaha.

There was a hearing on HB 2764 Wednesday, March 26th in Salem. We were able to testify at the hearing, but I believe they have already made up their minds and it will now probably go to the House. If you have not yet written a letter to your State Representative you better do so now or we may have no lands to ride on before long.

Talking about writing letters, how many of you have written our County Commissioners about the Sportsman Park? Mike Roby has been busy contacting all the various sports clubs asking their members to write. The new article, Stirrups and Saddles, has asked all horse people to write. It's going to be real disappointing if at least 95% of our membership doesn't write. •

Puyallup Big 10

By Sue Sykes

PUYALLUP, WASH., MAR. 30
The final race of the Puyallup Raceway Park's Big Ten Series came to a happy Easter ending March 30. Motocross riders from Washington, Oregon, and Canada competed the last nine Sundays hoping to carry home the big 36-inch Winner's Trophy.

The Mini class was fast today on this dry, well prepared track. Jim Anderson rode for first overall in the A class on a Yamaha. Russell Tom (Yam) had a great second moto lead but fell just before the finish.

An exciting pace was set by the 250 A and 250 B combined class. Scored separately – the As running for prize money and the B class racing for trophies – they all rode like experts. Rick Weidman came out on top for another win in the 250 A class and Steve Bryant scored best for the 250 B class.

Intermission time was not just the quiet grab a sandwich, run to the portable potty time. From the ramp just in front of the Rainier Tower, Washington's own Buck Murphy flew 76 feet through the air and grabbed $100 prize money during the jump contest. •

Results in Results Section.

Koski boogies, Darrow indulges

By Moto Depo

LOCKWOOD, NEV., MAR. 30
Lockwood, Nevada is not even on the map but once a year Hawley Slayton and Reno P.I.T.S. throw a trials that draws some of the top riders on the west coast. Last year Lane Leavitt won this event. He couldn't make it this year so he loaned his Bultaco to Bob Tyson and Bob finished third Expert, with 19 points. Jeff Koskie (Suz) travelled all the way from Los Angeles, made three beautiful loops and won the Expert class with 16 points. It was expected that there would be some fierce competition between Jeff and Steve Darrow but it never materialized as Steve had over indulged the evening before and ended up with 41 points.

Norm Saylor (Bul) won the Amateur class with 47 points but the real competition was for second place – Linn Fulford (Bul) and Gary Owens (Bul) battling it out all day and ending with 62 points apiece. Linn came out on top with 14 cleans to Gary's 10.

Most of the trophies went to out of state riders. Last year there were only a handful of Amateurs and Experts the majority being Novice A and B riders. This year it was the opposite, there were three Novice B riders.

I must mention the Novice B winner. The course was not set up for trail bikes, it was eight and one-half miles long, the riding between sections was as challenging as the sections, and there were 12 sections ridden three times with a five hour time limit. K. Davis (Yam) rode a 360 enduro bike, I should say pushed, carried and paddled his bike to the amazement of the checkers and finished with 103 points.

Hawley feels that each year the riders are getting better and he hopes to continue having a success every year at Lockwood III, VI, V, ad infinitum. •

Easter Classic or Rogers Classic

By Moto Depo

FALLON, NEV., MAR. 30
On January 12, 1975 a benefit race was held for Fred Rogers, he had been hurt badly in Wendover a few months earlier. Today he exemplified the dedication a sportsman rider can have by winning this event by a large margin.

The course was 100 miles long, five 20-mile loops and those that didn't prepare their bikes or bodies didn't make one loop. It was rough and fast. After the smoke bomb the riders went up one side of a mountain, down the other side and then started a gradual climb up a sandy road which took its toll of riders who didn't jet their bikes properly. John Burrows (Pen) seized a number of times on this road but still went on to win his class.

The small bores had their work cut out for them as the sand would sap most of their power, but Wayne Hatch (Hon) kept it WFO and won that class handily.

There were two overall trophies awarded as the Novices left five minutes after the Amateur-Experts and I regret that I don't have a picture of these trophies with this report, as they were hand painted ceramic dolls riding a motorcycle, much nicer than the normal wood and plastic kind. Fred also received a live Easter bunny and he deserved it all. •

Speedway Central special report

Speedway Central has announced that their efforts to secure a race track in central California have finally succeeded. Location, King's County District Fairgrounds in Hanford, California. Regular weekly race format has been programmed for Friday night. The opener is set for May 27.

To kick things off there will be a special day-long practice session Sunday, April 20, from 9 a.m. to 4:30 p.m. Riders from all areas are invited.

The Hanford race format will be somewhat unique, it will be exclusively for Division II and III including dual license holders (Division I and II). Riders are guaranteed at least two rides per meeting.

The location of the track and the Friday night schedule create a central California "Circuit," giving lower division riders an opportunity to ride three nights a week. Speedway Central will program riders from all areas.

Riders are invited to send for "season" entry forms now. Write to Speedway Central, P.O. Box "J", Bass Lake, CA 93604, or phone 209/683-7730, 213/589-5058. •

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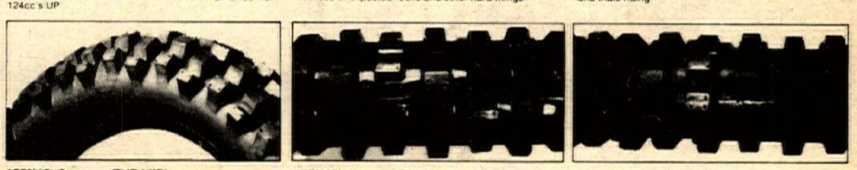

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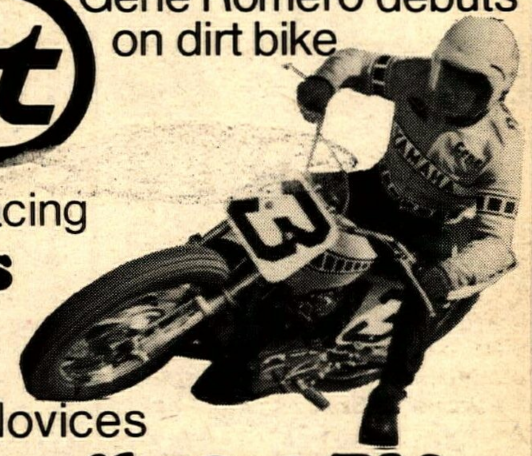

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ESCAPE COUNTRY
$1000 PURSE MX APRIL 27
Lower weekday prices: $1 per person, $1 per motorcycle.
714-586-7964

Deadline for advertising space is Wednesday.
213-427-7433

Entries still open
2 action-packed days of racing-May 3 & 4
Honoring all cards & licenses.
DRA Desert Racing Assoc. Presents
California City Grand Prix '75
Racing through town & through desert.
$2000 cash & contingencies
Entries limited — 350 per race. Act now!
DRA California City Grand Prix
P.O. Box 2605
California City, CA 93505
Info: 714-373-4647

DRA Desert Racing Assn.
Desert Racing School
Saturday, April 19 1:00 PM
Desert Racing School $10
New to racing desert — Short cuts to proficiency in riding, maintenance, & mental attitude. All under the guidance & instruction of top desert rider Kevin Hasten. See Calendar for location.
for info: 714-373-4647

A.M.E.
AME Race Schedule
Membership required.
$3,000 medical insurance
1st & 3rd Sunday-DeAnza Park
2nd Sunday-Indian Dunes
Friday night racing at Indian Dunes starts March 7th
info: 213-881-5778

Every Friday Night Motocross O.C.I.R.
AMC

AMC
Race Schedule
Apr. 20 — Rawhide
Apr. 27 — Saddleback
May 4 — Carlsbad
May 11 — Saddleback
Info: 714-532-3923

REGULARLY SCHEDULED EVENTS

This section is now a free calendar service. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events." Your event will automatically appear in this section every week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

"On Any Sunday"

MOTOCROSS
Valley Cycle Park, Hwy 23 & Tierra Rejada Rd., So. of Moorpark, CA. All classes, sil. rqd. See indiv. date for details. 805/529-9546.

ADR MX
Arizona Desert Raceway. 9 mi. W of Avondale, AZ on Hwy 8C to Airport Rd. 100% p.b. Ex. plus season point fund. Gate opens 7 am, prac. 8. 9:15 riders meeting. All classes. 602/252-1900.

MOTOCROSS
Escape Country, Trabuco Cyn, CA. San Diego Fwy. El Toro exit, E 13 mi. First day thru Open classes. Memb. req. Open 7 am, race 9. 714/586-7964.

CMC MOTOCROSS
Metro Cycle Park. 38th Ave. & Broadway, Phoenix, AZ. P.O. Box 9628, Phoenix, 85068. Entry $7. $10 Pro. Cash to Pros. Race 9:30 am. 602/992-9429.

BICYCLE MX
Western Sports A-RAMA on Linclon btwn. Glassell & Batavia in City of Orange. Lincoln turnoff W on Newport Fwy; Glassell turnoff S on Riverside Fwy. No age limit. Start 9:30 am. Entry $2.50, discount card avail. 714/998-6373, 998-3535.

MOTOCROSS
Rawhide Park, Elsinore, CA. 714/689-0871.

1st Sunday

FREE SAFETY CHECK
Hacienda Honda 507 N. Azusa Ave. btwn. Pomona & San Bernardino Fwys., La Puente, CA. Free safety insp. 12-3 pm. Also free consumer cycle maintainance class 3-5 pm. 213/968-6461.

2nd Sunday

SRAC/BRRMC MX
Coal Creek Rcwy., Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. Gate is on Hwy 7. Entry $6 Ex., $4 all others. Cash to Ex. Trophies to rest. All classes, Minis thru Open. Memb. req., $15 per yr. Sign up 8 am, race 9. 303/443-0825.

1st & 3rd Sunday

CMC MX
Sand Hill Ranch. From Concord, March Creek Rd. to Camino Diablo. First ranch on Camino Diablo. First moto 9 am. Entry $8, $15 Ex. 100% p.b. to Ex. 30% trophies. 100% trophies to minis. Rt. 2, Box 143 C, Brentwood, CA 94513. 415/634-3328.

STREET RIDE
From Triumph Suzuki of Pomona, CA on Holt Ave., btwn. Towne Ave. & Indian Hill Blvd. Sunday rides to anywhere, any freeway legal m/c welcome. 714/623-4431.

HRA TT & HALF MILE
395 Cycle Park, on Hwy 395, Adelanto, CA. Sign up 8:30-9:30 am. Entry $3 non-memb. Gate $2. No memb. req. Free camping. 25% same day brass. Sil. req. Minis to Pro. 714/246-6109.

2nd & 4th Sundays

TT SCRAMBLES
Valley Cycle Park., Hwy. 23 & Tierra Rejada Rd., S of Moorpark, CA. No cards req. All classes. Must have sil. & number plts. Ex. p.b. Prac 9 am, race 10. 805/529-9546.

HRA MX
395 Cycle Park, on Hwy 395, Adelanto, CA. Sign up 7:30-8:30 am. Entry $4. Gate $2. No memb. req. Free camping. 40% same day brass. High Schools scored separately for pts. trophy and perpetual trophys for all hi-desert. 714/246-6109.

1st, 3rd & 5th Sun.

BICYCLE MX
Saddleback Park, Orange, CA. Prac. 12:00, race 1. Entry $1 memb., $1.50 non-memb. All new track & super trophies. Saddleback Bicycle Club. 213/597-0478, 714/639-5832.

WFO MX
Mosier Valley MX Park. Dallas, TX. Rain or Shine. Guar. $503 purse. Entry gate $3, Nov. $4, Int. $5, Ex. $6. Ex. p.b. All classes. Start 10 am. 817/451-5225, 277-9917.

4th Sunday

SRAC/BRRMC
TT or SHORT TRACK
Coal Creek Rcwy., Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. Gate is on Hwy 7. Entry $6 Ex., $4 all others. Cash to Ex. Trophies to rest. All classes Minis thru Open. Memb. req., $15 per yr. Sign up 8 am, race 11. 303/443-0825.

MOTOCROSS
De Anza Park, E of Riverside, CA on Hwy. 60, Theodore exit. Sign up 7:30 am, race 9. 714/735-1301, 653-2633.

2nd, 3rd & 4th Sun.

ATLANTIS PARK
Atlantis Park, Garden Grove, CA. Btwn. Magnolia & Brookhurst in GG. No memb. fee, no gate fee. $4 per entry. 83cc max. Sign up 8:30-9:30 am. 714/839-2539.

Every Monday Nite

S.A.M. HSMX
Ascot Park, Gardena, CA. Gate open 5 pm, prac. 6, race 7:30. Qualifiers for HSMX Championship in L.A. Coliseum. Entry $5. 18300 S. Vermont, Gardena, CA 90247. 213/321-8859, 321-8863.

Every Tuesday

AMA AMATEUR HALF MILE
Ascot Park, Gardena, CA. 18300 Vermont, Gardena 90247. Racing starts 7:30 pm. For info call. 213/321-1610, 323-9710.

Every Wednesday

OPEN MX PRACTICE
Orange County Int. Raceway, Irvine, CA. Take Sand Cyn. Ave. off ramp. Hwy. 5. Open 3-10 pm. Entry $2 per bike. Fully prepared track under the lights. 714/559-0580.

D-36 SHORT TRACK
Fremont Raceway, CA. Starts Apr. 9 runs thru Oct. 27 race series. Adults $3 gate, Jr. $1. Gate open 4 pm, prac. 5, race 7. For info: 415/327-4461.

Every Thursday

OPEN MX PRACTICE
Orange City, Intl. Rcy., Irvine, CA. Open 3-10 pm. Entry $2 per bike. Full prepared track under the lights. 714/559-0580.

SRA SPEEDWAY
Santa Clara Fairgrounds, San Jose, CA. 1/6 mi. oval. Largest track in state. For info. Bob Barkhimer Assoc., Inc., 14 Camp Evers Lane, Scotts Valley, CA 95066. 408/438-3210.

SRA SPEEDWAY
Irwindale Rcy., Irwindale, CA. 220 yd. oval. Complete Scratch & Handicap Bracket with special Match races periodically. Gate open 6:30 pm, race 8. 213/334-4949, 334-2413.

Every Friday

R.A.C.E. HSMX
Corona Rcwy., Corona, CA off Hwy 91. Only schools invited may enter. $3 entry. Open 5 pm. Race 7. 714/689-1913.

NMA NIGHT — MINI MX
Indian Dunes Valencia, CA. Sign up 6:30 pm.

R.A.C.E. MX
Corona Raceway, Corona, CA. Hwy 91 to Magnolia or Pierce. Memb. not req. Prac. 6:30 pm, race 7:30. Entry $3 memb. Racing on separate course from HSMX course at same time. Watch both for $2.50. P.O. Box 388, Corona, CA 714/735-1705.

D-36 INDOOR ST
Championship Series. Sonoma Cty. Fairgrounds, Santa Rosa, CA. Sportsman & mini. Ride or pit $3.50. 100% p.b. less 50 cent ins. fee. Spec. $2.50. Quiet muff. req.

AMC NIGHT MX
Orange Cty. Intl. Raceway. Irvine, CA. 200% Pro p.b. 30% brass. Entry $6, all cl., non-memb. $2 extra. $3000 rider med. cov. Open 5 pm, race 7:30. 714/532-3923.

CMC NITE MX
Irwindale Raceway, Irwindale, CA. Gate open 4:30-6:30 pm., prac. 6-7, race 7:30. Entry $6 inc. admission. No gate fee for riders. Spec. $3 adults, $2 13-16 yrs., $1 8-12 yrs. Under 8 free. $3000 rider med. cov. Post entry only. 714/557-3323.

CMC NITE MX
South Bay Park Speedway, Chula Vista, CA. All new 1 mi. track. Gate open 4:30 pm, prac. 6-7, race 7:30. Entry $6. 200% p.b. to Pros. 30% trophies J/I. Post entry only. $3000 rider med. cov. 714/420-7414.

CLASS A S.R.A. SPEEDWAY
Orange Cty. Fgnd. Costa Mesa, CA. Newport Fwy. to Fair Dr., R to fgnd. First race of 1975 season Apr. 18. Gate open 6:30 pm, race 8:15. PO Box 334, San Clemente, CA 92672. 714/492-9933.

PRO HALF MILE (AMA)
Ascot Park, Gardena, CA. April 4 thru May 16. Start 8 pm. 18300 Vermont, Gardena, CA 90247. 213/321-1610, 323-9710.

BICYCLE MX
Western Sports A-RAMA on Lincoln btwn. Glassell & Batavia in City of Orange. Lincoln turnoff W on Newport Fwy; Glassell turnoff S on Riverside Fwy. No age limit. Start 6:30 pm. Entry $2.50. Discount card avail. 714/998-6373, 998-3535.

D-18 MOTOCROSS
Shur-foot Speedway, I-55 & Imperial, Mo exit, (S of St. Louis, 10 mi.). Start 8 pm. Entry $2. Shur-foot M/C. 314/351-8116, 773-9858.

Every Saturday

CMC NIGHT MX
Woodburn Dragstrip. 1½ mi. W of Woodburn, OR. I-5 exit. 100% Ex. p.b. Open 5 pm, race 7. 503/654-1369, 982-4461.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. San Diego Fwy., El Toro exit, E. 13 mi. First day thru Open classes. Memb. rqd. Open 7 am, race 9. 714/586-7964.

MOTOCROSS
De Anza Park, E of Riverside, CA on Hwy. 60, Theodore exit. Sign 7:30 am, race 9. $5 all classes. 714/653-2633, 735-1301.

S.A.M. MX
Saddleback Park, Orange, CA. No memb., no mail entry. $6 post. Ex. 2x40 min. motos, others 3x20 min. 100% Ex. p.b. Open 7 am. 714/979-9233.

D-36 INDOOR ST
Championship Series. Sonoma Cty. Fairgrounds, Santa Rosa, CA. Sportsman & Semi Pro. Entry $5.50.
100% p.b. less 50 cents ins. fee. Spec. $2.50. Quiet mufflers req.

PERRIS NITE TT
Perris Rwy., Perris, CA. Gate open 5 pm, race 7. Entry $3 plus gate fee. Under 18 yrs. must have notary cd. on file to ride. PO Box 371, Perris, CA 92370. 714/657-3678.

HSMX & REGULAR MX
Carlsbad Raceway, Carlsbad, CA. Gate open 8 am, race 9:30 sharp. Qualifier races for High School Superbowl 1st & 3rd Sats., from now until May. 30% trophies all classes. 100% p.b. to Ex. Husqvarna. 714/744-2161, 729-3492.

S.A.M. HSMX
Corona Raceway, Corona, CA. Pit gate open 8:30 am, prac. 9, race 10. 30% trophies awarded following wk. 714/735-1705.

R.A.C.E. MX
Corona Raceway, Corona, CA. Gate open 8:30 am, prac. 9, race 10. Memb. not req. $4 memb. $6 non-memb. $2 spec. $8 Ex. 100% p.b. to Ex. 30% trophies all classes. 714/689-1913.

BICYCLE MX
Valley Cycle Park, Moorpark, CA. Sign up 9 am, start 10. 805/529-9546.

BICYCLE MX
Corona Raceway, Corona, CA. Fwy. 91 to Magnolia or Pierce off ramp.

TT SCRAMBLES
Elsinore Raceway, Elsinore, CA. Hwy 71 & Lugona Ave. Ride/watch $3/$1.50. Sil. rqd. Camp free & prac. Sunday $1.50. Sign 6, race 8. 714/826-2386, 674-5383.

S.A.M. HSMX
Orange Cty. Intl. Raceway. Sand Cyn. off ramp off I-5. Gate open 5 pm, race 7. OCIR MX, P.O. Box 2455, Orange, CA 92669. 714/559-0580.

MOTOCROSS
Valley Cycle Park. Moorpart, CA. $3 entry Sptsmn., $6 Ex. 100% p.b. to Ex. Trophies to others. Start 9:30 am. Track Master 805/529-9546.

SPEEDWAY
Kern Cty. Fairgrounds, Bakersfield, CA. New track surface. "Purple Helmet Match Races" back again. More money to riders. Full Div. I & II prog. Starts Apr. 19 to run thru Sept. 805/324-9701.

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

CMC SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of Chico, Hwy. 99 & Page Shippee Rd. Prac. 7 pm, race 8. Entry $4.50. All classes thru 360cc. 1/6 mi. Short Track. 916/342-9302.

PERRIS RACEWAY
Perris, CA. Information for racing and practice. 714/657-3678.

April 18-19-20

CYCLE WORLD INT'L M/C & BICYCLE SHOW
Los Angeles Memorial Sports Arena. Fri. 6 pm-midnight, Sat. 12-12 mid., Sun. 12-8 pm. $3.75 gen. adm., $3.50 with discount ticket. Contact Jeff Heninger for custom entry info. or booth sales. 1499 Monrovia Ave., Newport Beach, CA 92663. 714/646-4455.

OFF ROAD RACE
Lake Madera, Madera, CA. Entry $200 bikes, $350 cars. Entries limited to 150. 60% p.b. + percent of gate. For entry blank & info: American Motor Sports Assn., PO Box 5473, Fresno, CA.

April 18

D-36 MOTOCROSS
Carson City, NV. 3rd year T CAR MX. Overnite camping free. Entry $7.50, $2.50 watch. All classes. Sign in 7-9 am, prac. 8-9, race 9. PO Box 290, Carson City, NV. 702/882-5030, 323-4589..

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. $3000 rider med. cov. PO Box 1402, Costa Mesa, CA 92626.

MOTOCROSS
Dexchutes Cycle Park Hwy 97 7 mi. N of Bend, OR. Prac 9-10 am, race 10:30. Entry $7 Ex., $5 others. 100% min. p.b. 503/382-0061.

April 19-20

AMA/AFM ROAD RACE
Ontario MS, 40 mi. E of L.A. on I-10. $15 solo, $20 sidecar, $30 mail, $60 post for team. Prac. 8:30 am, race at 10. AFM lic. req. $3000 purse + contingencies. 213/472-0272.

AFM SIX HOUR PROD. RACE
Ontario Motor Speedway, Ontario, CA. Sat. gate open 7:30 am regis. 8-10, prac. 9:30. Sun. gate open 7:30 am, regis. 8-9, start 10 am, finish 4 pm. For info: 714/675-2153, 213/476-5302.

Saturday, Apr. 19

CMC MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of Dixon on Hwy. 113. Sign up 6:30 am, prac. 7:30, race 9. Entry $6 mail, $8 post. Pro $15 post only. 100% p.b. Pros, 30% trophies J/I. PO Box 601, Dixon, CA 95620. 916/678-3592.

D-36 TT SCRAMBLES
Lodi Cycle Bowl. On Morse Rd. off Hwy. 99 Armstrong exit to Frontage from N, 8 mi. Rd. to Frontage from S. Sign up 4:30-7, prac. 5:30-7, race 8. Entry $3.50 inc. ins. $1.50 2nd bike, All classes inc. minis. Stockton MC. 209/368-7182, 477-8524.

DRA 6th SILVER CUP INVITATIONAL
California City, CA. High pt. riders will be invited only. Notification by mail. Start 10 am.

S.A.M. HSMX QUALIFIER
Spillway Park, N of Santa Maria on Hwy. 101. All classes run with qual. in 100cc, 125cc, & 250cc for Jr/Ex. Superbowl qualifier. Gate open 8 am. 805/937-2051 ext. 46, 213/321-8859.

S.A.M. HSMX
Indian Dunes, Valencia, CA. N on Hwy 405 to Hwy 126, E on 126 one mi. mem. req. $7. Entry $5. Racing Dir. 805/942-2671. S.A.M. 213/321-8859, 321-8863.

Sunday, Apr. 20

D-37 "HAIR SCRAMBLES"
Cuddeback Dry Lake, limed from 4-Corners & Red Mtn. Entry $6. Start 10 am. One 40 mi. loop. (If you have the "Hair" twice.) Trail Nov. one time. 100's M/C. 4744 Vincent, Covina, CA 91722. 213/332-1023.

D-36 MOTOCROSS
Crazy Horse Canyon, btwn. Gilroy & Salinas on Hwy. 101. Entry $5, gate $2. Sign up 6:30-8:30, prac. 7:30-8:30, race 9. 100cc to Open class. No mini or PP. Sil req. Santa Clara Riders Unltd. M/C, PO Box 2524, Santa Clara, CA 95051. 408/227-9328.

CRIPPLED COYOTE FAMILY ENDURO
I-8 at Dunnaway Rd. approx. 85 mi. E of San Diego near Plaster City. Entries open Mar. 1, close Mar. 31. Mail $8, post $10, teams add $1 per memb. Send 2 SASE to El Cajon M/C, 8622 Rumson Dr., Santee, CA 92071. 714/449-1910.

D-18 MOTOCROSS
Riverdale Speedway, Telegraph Rd. (Hwy. 231, Missouri) & Meramee River. Rain or shine. 5 classes for m/c & 1 class for minis. Starts 1 pm. $2 entry. Widman H-D Riders. 314/351-8116, 846-9026, 773-9858.

CLASS A SPEEDWAY PRACTICE
Hanford, CA. Kings Cty. Fairgrounds. 99 to Hanford trnoff., on 10th Ave. 1 blk. S Hwy. 198. Start 10 am till 4 pm. Entry $5. Camper hookup on grounds $3. SRA sanc. PO Box J, Bass Lake, CA 93604. 213/589-5058, 209/683-7730.

BCA MOTOCROSS
Valley Cycle Park, Moorpark, CA. Star 9 am. Entry $6, Ex. $10. 100% Ex. p.b. Sign up 7-9. 805/529-9546.

D-36 MAMMOTH BAR MX
Auburn, CA. Limed from I-80. Sign up 7-9 am, prac. 8-9, race 9:30. Entry $6 inc. ins. Ex. $15/$6 trophy. Spec. $2.50. Ex. 100% p.b. All classes. B o minis. 916/885-2746, 885-5973.

MOTOCROSS
Edward, CA. Hwy. 14 to Rosemond, Rosemond Blvd. to Forbes Ave., to corner of Forbes & Lancaster Blvd. Sign up 7:30 am, prac. 8:30, race 10. 30% trop. same day. No Ex. p.b. $5 entry. Desert Wheels MC. 805/258-4025.

MOTOCROSS
Sage Park, CA. Halfway btwn. Red Mtn. & Redgecrest on Hwy. 395. Gate open 7:30 am, Entry $5, Ex. $10. 100% p.b. to Ex. PO Box 1266, Ridgecrest, CA 93555. 714/375-4536.

STUMPJUMPERS P.I.T.S. TRIALS
East Bay P.I.T.S. Sign up 8-10 am. Entry $3 memb. $4 non-memb. All classes ride same sec. Kids Trials afterwards. 415/538-4725, 223-8204.

TT SCRAMBLES
Blythe J.C. Fairgrounds, Blythe, CA. I-10 to Blythe, off on Intake N, to Riverside Dr., follow signs. Entry $6. Sign in 7, race 9. 320 Hobson Way. Blythe, CA 92225. Blythe J.C.s. 714/922-6786.

D-36 ROUGH SCRAMBLES
Pioneer Rodeo Grounds, Oakdale, CA. Semi-Pro. Sign up 7:30-10:30 am, prac. 9-11, race 12 noon. $3.50 ride, $2.50 watch. $1.50 for 2nd bike. Semi Pro $3.50 entry + extra $2.50 at sign up. 100% Pro p.b.+$25 added purse in each Ex. class. All classes & Minis. 209/869-1457.

D-36 ISDT ONE DAY TRIAL
Fouts Springs, Maxwell, CA. 100-130 mi. of trail, 4-6 spec. tests. Entry from Mar. 9 accep. Entries close Apr. 10. $15 entry. The Grizzly Bear, 551 Miner Rd., Orinda, CA 94563. 415/235-6505.

D-36 SEMI PRO SHORT TRACK
Auburn Fairgrounds, I-5, 80 to Auburn Fairgrounds off-ramp. Sign up 9:30, race 1:00. Entry $5.50 Ex., $3.50 N/A. 415/885-7161, 885-4170.

MOTOCROSS
Deschutes Cycle Park. Hwy. 97, 7 mi. N of Bend, Ore. Prac 9-10 am, race 10:30. Entry $7 Ex., $5 others. 100% p.b. 503/382-0061.

CMC SEMI PRO MX
Sand Hill Ranch. 100% p.b. to Ex. 30% trop. Entry Ex. $15, all others $6 mail, $8 post. Open 7 am, prac. 8, race 9. Sandhill Ranch, RT. 2, Box 143c, Brentwood, CA. 94513. 415/634-3328.

D-35 DBL PT SHORT TRACK
Mariposa Cty. Fairgrounds, 2 mi. E of Mariposa, CA. Classes 0-360cc. Class C tract. Sign up 8-10 am, prac. 9-10:30, race noon. $4 ride, $2 watch, $2 second bike. Inc. ins. 209/722-2054, 723-4403.

MRAN HARE SCRAM
10 mi. S of Searchlight, NV. Sign up 7 am. Entry $7. Super fin. pins, 25% trophies. Cheaters MC. 213/382-7990.

D-36 MOTOCROSS
Carson City, NV. 3rd year T Car MX. Overnight camping free. Entry $7.50, $2.50 watch. All classes. Sign in 7-9 am, prac. 8-9, race 9. PO Box 290, Carson City, NV. 702/882-5030, 323-4589.

CMC MOTOCROSS
Saddleback Park, Orange, CA. G~ open 6:30 am ... up 6:3C ... prac. 7:30-8 ..., race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry must be received no later than Fri. a.m. before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.
$1000 PURSE

HARE SCRAMBLES
10 mi. S of Searchlight, NV. Entry $7, sign up 7 am. Searchlight is 30 mi. S of Las Vegas. 213/382-7990.

B.O.S.S. CMC MX
Helvetia Pk. West Sacto. I-80 to Harbor Blvd. N 5 mi. All classes + Beg. & IAM Schoolboy Classes. Semi Pro 100% p.b. Gate open 6:30 am, race 9, N/I entry $8, Pro $15. 2438 El Lujo Wy., Rancho Cordova, CA. 916/362-2796.

AMA PRO TT
San Jose Cty. Fairgrounds, San Jose, CA. 344 Tully Rd. 3/4 mi. track. Start 2 pm. 408/438-3210.

AMC MOTOCROSS
Rawhide Park, Elsinore, CA. No mail entry. $12 Pro, $6 all others. 30% brass. Gate open 7 am, prac. 8, race 9:30. $2 extra non-memb. $3000 rider med. cov. 714/532-3923.

TRIALS
Rawhide Cycle Park. Hwy. 74 in Elsinore. Sign up 8:30 am, ride 10. Entry $4 memb. $5 non-memb. Plonkers. 8562 Davmore Ave., Garden Grove, CA 92641. 714/539-2308.

MDRA 100 MI TEAM RACE
Ponderosa, Ave. J at 143rd. E. Hwy 14 to Lancaster, CA. MC/Minis start 9 am, 3 & 4 wheelers/hacks start noon. Entry $20 team. No solo 2-3 wheelers. 30% trophies, fin. pins. No memb. req. 10x10 mi. alt. loops. PO Box 932, Palmdale, CA. 93550. 805/947-1249.

D-37 MOTOCROSS
Santa Barbara Starters. 101 N to Los Caneros exit, track is at W end of airport. Sign up 7:30 am, prac. 8:30, race 9. No minis. Entry $6. Gate $2. 805/967-5313.

D-28 SCRAMBLES
Oregon Sidewinders MC track; E of SE 82nd Dr., on Lawnfield Rd., near Clackamas, Ore. Start 1 pm. All classes. 503/659-1022, 632-3857.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. International track. Start 9 am. For info: 28700 Henry Mayo Dr., Valencia, CA 91355. 805/259-8000.

DRA RARE DESERT SCRAMBLES
California City, CA. Limed 17 mi. N of 4/Corners, Hwy. 395, L side, also limed from Calif. City Golf Course. Comb. Euro. Scram., Hare Scram.& Hare & Hound. Start sched: 0-200 Beg., Beg. PP, Minis, 8 am; 250 & Open Beg. 9:20 am; All Nov & B Oldtimers 10:40 am; All Am/Ex & A Oldtimers 12:20 am. $300 cash purse, 20% trophies, fin. pins. 714/373-4647.

MOTOCROSS
Edwards AFB. Antelope Valley Fry. to Rosamond, Rosamond Blvd to Edwards, Corner Forbes & Lancaster Ave. Sign up 8-9:30 am, race 10. Entry $5. Same day brass. Desert Wheels MC, PO Box 37, Edwards, CA 93523. 805/258-4250.

CMC MX
Sandhill Ranch. Call for directions. Gate open 7 am, race 9. Entry $8, Ex. $15. 100% p.b. to Ex. 30% trophies others. Minis welcome. RT 2, Box 143C, Brentwood, CA. 415/634-3328.

AMA NAT. & INTL. MX QUALIFIER
Carnegie Cycle Pk., Livermore, CA. 250 & Open class. $1800 purse. Gate open 6:30 am, sign up 6:30-10:30, prac. 9-11. Race 1. Rider $6 + $4 gate fee, Mech. $2 + gate fee. Spec. $4, 6-12 $2. Camping $4. 415/447-9027, 638-2761.

HARE SCRAMBLES
Roosevelt Lake, AZ. Hwy. 88 btwn. Globe & Miami AZ to Hwy. 288 to Young. Follow signs. Entry $10 mail, $15 post. Salome Creek HS. 100 mi., fin. pins, stickers. Start 9 am. PO Box 1272, Globe, AZ 85501. 602/425-9253.

MOTOCROSS
Alhambra MX track, 522 S. Chapel. Alhambra. 75 to 250cc classes. Mail Ent. only, limited $4. Spect, 50¢. Trophies for first five places. Reg. 7:30 to 9:00 am. Prac. 8:30 to 9:15, first race 9:30. Alhambra Parks and Rec. Dept. MX race, 111 S. 1st St., Alhambra, CA 91801.

CRC CARLSBAD GP
Carlsbad Rwy. I-5 to Palomar Airport Rd. E 7 mi. 1 hr. races on 7 mi. course. All Classes. Mail $8 & 2 S.A.S.E. to CRC, 7601 Arlington Ave., Riverside, CA 92503. Post entry $10, Gate $3. 20% trophies.
CRC Desert points. 714/689-6114.

Wednesday, April 23

D-36 SHORT TRACK
Fremont Raceway. All classes & minis. $4 ride & $3 watch. Open 4 pm, prac. 5, race 7. 415/327-4461.

Friday, April 25

D-36 SCRAMBLES
Fremont Raceway. All classes & minis. Open 4 pm, prac. 5, race 6:30. $4 ride, $3 watch. Mufflers, kill buttons, 3 No. plates. 415/327-4461.

CMC SPRING NITE MX SERIES
Irwindale Raceway, Irwindale, CA. Race start 7:30 pm. $1500 in series contingency prizes. Entry $6, inc. admission. Gate open 4:30 pm. Spec. adm. $3 adults, $2 Jr., $1 kids. 213/334-4949, 334-2413..

AME MOTOCROSS
Indian Dunes Park, Valencia, CA. Internat. track. Start 8 pm. For info: 28700 Henry Mayo Drive, Valencia, CA 91355. 805/259-8000.

NMA MINI MIX
Indian Dunes, Valencia, CA. Mini track. Start 8 pm. For info: 28700 Henry Mayo Dr., Valencia, CA 91355. 805/259-8000.

CALENDAR

April 26-27

TRANS AMA PRO
MX QUALIFIER
Sacramento Rcy., Sacto, CA. $2000 purse Pros. Gate open 6:30 am, sign up 6:30-10:30, prac. 9-11, race 1 pm. Rider fee $6 + gate, mech. $2 + gate. Spec. adult $4, 6-12 yr. $2. Sat. Apr. 26, Semi-Pro, minis, BMX. Call for info: 916/363-2653.

Saturday, Apr. 26

MRAN PRO GP
Searchlight, NV. 50 mi. S of Vegas, limed from I-15. $100 entry, 60% p.b. 100 mi. race thru streets & surr. desert. Desert People, 2005 Granite Ave., Las Vegas, NV. 89106. Noon start, dance Sat. eve., Sptsmn. race Sun. 702/384-3145.

S.A.M. HSMX
Indian Dunes, Valencia, CA. N on Hwy 405 to Hwy 126, E on 126 one mi. mem. req. $7. Entry $5. Racing Dir. 805/942-2671. S.A.M. 213/321-8859, 321-8863.

1st ANNUAL JR &
SR HIGH TRIALS
Gunn High School. 780 Arastradero Rd., Palo Alto, CA. Sign up 1 pm, start 1:30. 10 sections, 3 short loops. 2 classes, Class A Trials, Class B street or Enduro. Team entry $14, individual $2. Must be enrolled in Jr. or Sr. High. Entries postmarked by Apr. 14. Mr. Clay Henry-Meet manager. Address, see above. Must wear helmet.

D-36 TT SCRAMBLES
Lodi Cycle Bowl. 5801 Morse Rd., Lodi, CA. Sign up 5-7 pm, prac. 6-7, race 8. All classes, minis-Open. Entry $3.50 inc. ins. $1.50 2nd bike. Lodi MC. 209/368-7182, 931-2722.

D-36 SEMI PRO MX
Fremont Raceway. Gate open 3:30, prac. 4:30, race 6 pm. $7 Ex/$5 Nov/Jr. $4 pit pass. $3 spec. 100% min. p.b. Si., 3 No. plates. 415/327-4461.

Sunday, Apr. 27

INDOOR SHORT TRACK
Reno Park Sports Arena. 16 mi. N of Reno. N of Hwy. 395 & turn R at the Reno Park sign. Follow blacktop to Arena. 1/10 mi. dirt track. Sign up 8-10 am, prac. 10-11:30, race 12:30. Riders & Pits $4 inc. ins. 2nd bike $2.50. Reno Park M/C, 9495 Fremont St., Lemon Valley, NV 89508.

MOTORCYCLE
SWAP MEET
Rose Bowl, Pasadena, CA. Clean out your spare parts and make cash. 9 am to 2 pm. Anyone can be a seller! 24 hr. info. 213/588-7310.

M/C DIRT DRAGS
Billings, Montana. Take old Hwy. 10E toward Shepard Mtn. Then 1 mi. past Billings Speedway, trn. N follow BMC signs. M/C 1/8 mi. dirt drags. Entry $5. Sign up by 10 am. Start 11. 0-175cc 100% p.b. of entry. 176-up $1000 guar. Call KBMY radio 406/259-4586 for weather check. Billings M/C, 1419 Grand Ave., Billings, MT. 406/248-3111.

ITA TRIALS &
TRIALS SCHOOL
Saddleback Park, Orange, CA. Sign up 9 am, school 10, competition 12. You may sign up at 11:30 & ride Trials only. $5 for club memb. $7 non-memb. Free schools for memb. $2 non-memb. P O Box 2155, Orange, CA. 92669.

SIERRA P.I.T.S.
TRIALS
Coalinga, CA. I-5 to Hwy. 198 W on 198 to Gail, R on Gail, R on Derrick, L on Los Gatos Rd. to Trials. Entry $3 memb., $4 non-memb. $2.50 gate fee per bike. Start 10 am. Free camping. 209/935-0544, 935-1008.

MARATHON
Fremont Rcwy, Fremont, CA. 2 man, 2 hrs. No lic. req. Open 7:30, minis 8-9, $4 ride, $2 watch. 125-9:30, 250-noon, Open-2:30. $7 ride, $2 watch. 415/327-4461.

D-36 SEMI PRO
HALF MILE
Orland, CA. All Sptsmn. classes entries permitting. Spec. 750cc class (J/E only). Gate open 8 am, race noon. Pre entry $4, post $6. Aragon M/C, PO Box 1311, Novata, CA 94947. 415/892-5350.

"SUNRISER 2"
4 hr, 110 mi. navigational street M/C rally and poker run. Start June Ellen's Donut Shop, 4578 Van Nuys Blvd., Sherman Oaks. Finishes in the San Fernando Valley. $4 pre entry by Apr. 23. Post entry $5 per m/c. 213/345-0475, 987-2566.

CMC MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of Dixon on Hwy. 113. Sign up 6:30 am, prac. 7:30, race 9. Entry $6 mail, $8 post. Pro $15 post only. 100% p.b. Pros, 30% trophies J/I. PO Box 601, Dixon, CA 95620. 916/678-3592.

MRAN SPTSMN GP
Searchlight, NV. 50 mi. S of Las Vegas, limed from I-15. All classes, incl. minis. Dance Sat., race Sun. thru streets & surr. desert. 100 mi. $10 entry. 10 am start. Desert People M/C. 702/384-3145.

D-36 SEMI PRO
SCRAMBLES
La Grange Rodeo Grounds. 32 mi. E of Modesto on Hwy. 132. All classes, minis too. Sign up 9-11 am, prac. 9-11, race noon. Entry $5, 100% p.b. + trophies. Semi-Pro for Experts only. 209/529-1620, 883-0206.

NRA MOTOCROSS
Rawhide Park. 100% trophies same day. 3 motos. Cash to Pros. All classes inc. Minis. Gate open 7 am, prac. 8, race 9:30. 714/689-6114.

49er ENDURO
AMA NAT'L CHAMP
Foresthill, CA. D-36 pt. event. 750 rider limit. No post entry. Entries close April 1. Entry $8.50, 3-man team $3 xtra. Approx. 100 mi. Start 8:01 am. Stickers, pins. Green Sticky req. Polka Dots M/C, 2412 Salix Way, Sacramento, CA 95825. 916/967-9249.

CRC MX
Valley Cycle Park, off Hwy. 23 S. of Moorpark, CA. 3 motos, 30% brass same day, cash to Pros. All classes. Open 7 am, race 9:30. 213/830-7519.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. J/I entry $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry mut be rec. by Fri. am before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

CRC MOTOCROSS
Rawhide Cycle Park. 30% trophies same day. Gate open 7 am, prac. 8, race 9:30. Cash to Pros. 714/688-1291.

MARATHON
Sandhill Ranch. Hwy 580 to Vasco Rd. N on Vasco 17 mi. to Stop. R on Camino Diablo Rd. 1st ranch on R. 2 hr/1 or 2 men. Entry minis $5, others $6 mail, $8 post. Gate open 7:30 am. Call for start times. RT 2 Box 143C, Brentwood, CA 94513. 415/634-3328.

B.O.S.S. CMC MX
Plymouth Intl. Rcy., Plymouth, CA. Hwy. 16 to Plymouth. Race on Pro Hangtown trk. All reg. classes. Gate open 6:30 am, race 9. N/I $8, Pro $15. 2438 El Lujo Wy., Rancho Cordova, CA 95670. 916/362-2796.

KIRK BASSETT

CMC ROAD RACE
Willow Springs, CA. From L.A., Hwy. 14 to Rosamond, go W on Rosamond Blvd. 5 mi. track is on R. All classes. Entry $10, post $15. 3407 W. Olive, Burbank, CA 91505. 213/842-7433.

D-37 HARE & HOUND
Limed N of 4/Corners on Hwy. 395. Start 9 am. Entry $7. Fin. pins, Rescue 3, 2 x 24 mi. loops. Simi Valley MC Annual H&H. 213/360-5446.

SRA HARE & HOUND
Limed from Red Mtn. on Trona Rd. 65 mi. 20% brass & fin. pins. Radio & rescue. Beg. Nov. Am. classes. 10 am start. 213/320-1015.

D-37 HARE & HOUND
Limed N of 4/Corners on Hwy. 395. Start 9 am. Entry $7. Fin. pins, Rescue 3, 2 x 24 mi. loops. Simi Valley MC Annual H&H. 213/360-5446.

BORRA 300
18 mi. W of Blythe, CA. I-10 & Wiley Well Rd. $100 entry. $15 ins., $10 memb. Blythe Off Road Racing Assn. 65% p.b. 4 x 75 mi. laps easy pitting. 9 am start. Rt. 1, Box 145-K, Blythe, CA. 92225. 714/922-5244.

CMC MARATHON
Sand Hill Ranch. 1 or 2 man 2 hr. 125, 250, Open. Entry $6 mail, $8 post, minis $5. Sand Hill Ranch. Rt. 2, Box 143C. Brentwood, CA. 94513. 415/634-3328.

CMC MOTOCROSS
Indian Dunes, Valencia, CA. International track. Start 9 am. For info: 28700 Henry Mayo Dr., Valencia, CA 91355. 805/259-8000.

May 1-4

YOUTH EXPO '75
Riverside Intl. Raceway, Riverside, CA. Stage shows, commerical exhibits, live bands, MX. Jr. Horse show, Rodeo, & Canival. Free camping. Entry fee for MX $6. Gate fee of $1 inc. everything. 714/689-6114.

May 2

D-28 PRO TT
Oregon Sidewinders MC track, E of SE 82nd Drive, on Lawnfield Rd., near Clackamas, OR. $1500 purse. All classes. 503/659-1022, 632-3857. Start 8 pm.

Sat., Sun., May 3-4

CALIFORNIA CITY
GRAND PRIX
Memb. not req. send copy of current 1975 class cd. or ride Pie Plate Ex. Dual DRA pts., $2000 cash, 25% Beg. trop., 20% N/A/E trophy. Fin. pins. Course 1/3 desert, 1/3 asphalt, 1/3 trails. Sat., May 3 all Beg., Beg., PP, Minis & 3 wheel-60 mi. Sun., May 4. All NOv., Nov. PP-80 mi. All Am. Ex. 100 mi. 350 rider limit per race. Entry $15. 2 SASE to DRA, Box 2605, California City, CA 93505. 714/373-4647.

FIRST ANNUAL
MMA RUN
Fresno area "Winton Ca mpground." MMA memb. & families only. Entry $5, inc. games, food, drinks. 213/258-1720, 916/442-4727.

Saturday, May 3

SMUGGLER FAMILY
ENDURO
California City, CA. Limed from golf course. Start 7:30. Mail entry adult $7, under 14, $5. Prizes & fun. First place, $2100 trailer, fin. pins & add. prizes. 10624 Midway Ave., Cerritos, CA 90701. 213/924-2389.

POLICE & FIRE
CHAMPIONSHIP MX
Valley Cycle Park, Fillmore Fwy. (Hwy. 23) at Tierra Rejada Rd. exit. Police & Fireman only. Start 8:30 am. Entry $6. Badgers MC. 213/485-4091.

S.A.M. HSMX
Indian Dunes, Valencia, CA. N on Hwy 405 to Hwy 126, E on 126 one mi. mem. req. $7. Entry $5. Racing Dir. 805/942-2671. S.A.M. 213/321-8859, 321-8863.

D-28 SCRAMBLES
Oregon Sidewinders MC track, E of SE 82nd Dr., on Lawnfield Rd., near Clackamas, OR. All classes. Pit gate closes 6:45 pm. 503/659-1022, 632-3857.

Sunday, May 4

MOTOCROSS
Deschutes Cycle Park. Hwy. 97, 7 mi. N of Bend, Ore. Prac 9-10 am, race 10 30. Entry $7 Ex., $5 others. 100% p.b. 503/382-0061.

NRA MX
Valley Cycle Park, CA. Gate open 7 am, prac. 8, race 9:30. Cash to Pros. All classes Beg. thru Ex. 30% trophies same day. 714/689-6114.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry must be received no later than Fri. a.m. before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

AFM (NORTH) ROAD
RACE
Sears Point Rwy., Sonoma, CA. Hwys 37 & 121. All classes, Prod., GP, Sidecar, Cafe. AFM, P.O. Box 705, Brisbane, CA. 94005. 415/547-2947.

NORTH VS SOUTH
AME MX
Spillway Park, Santa Maria, CA. 101 to Santa Maria River Bed. Entry $8, Ex. $20. $1000 cash purse to Experts. Start 9 am. $3000 rider med. cov. 30% trophies same day. No pre entry. 3292 Frendale Dr., Santa Maria, CA. 213/881-5778, 805/937-4043.

DIRT DIGGERS MC 2nd
ANNUAL DINOSAUR
Perris Raceway, Perris, CA. From L.A. Hwy 60 E to Hwy 395, S to Perris offramp. From Perris W on Hwy 74. 4 strokes only. 350cc or more with valves, no reeds. Entry $6 mail or post. Start pos. pref. to mail entry. Sign in 7 am, prac. 8, race 9. 100% trophies. No district points, no membership req. 2 S.A.S.E. to Dinosaur TT, Bay Area Bultaco, 1352 Centinela Ave., W. L.A., CA 90025. (213) 826-7856.

URA LAME PUPPY
ENDURO
Charley's Place, Trona Rd. Family enduro run. Start 8:01 am. 3-loops, slow speeds, easy terrain. Mail entry 1-loop $7, all others $8.50. Post entry 1-loop $8, all others $10. 2 & 3 man teams add $1 per rider. Mail 2 SASE per entry to URA 6600 Gerald Ave., Van Nuys, CA. 91406. 213/787-5208, 988-2967.

GREENWOOD SPRINGS
TRIALS
Greenwood, CA. Sign up 8 am, ride 10. Entry $3 memb. + $1.50 land use fee. Non-memb. $4 * $1.50 Land use fee. E/A/N A & B classes. 916/331-5063.

D-26 H&H
West Wendover, NV. SRA & AMA sanc. All classes 25% trophies, money pool Ex., $1000 guar. purse. Start 12 noon. Entry $5. Free goodies, short mini race. Box 237, W. Wendover, NV. 702/668-22880.

D-36 INDOOR
SHORT TRACK
Reno-Oark-Sports Arena. 16 mi. N of Reno on 395, turn at Reno Park, sign & follow black top. Sign up 8 am, race 12:30 pm. Entry $4. 702/972-8376.

CRC MX
Rawhide Park, Hwy. 74 E. of Elsinore, CA. 3 motos, Pro cash, 30% brass, all classes. Open 7 am, prac. 8, race 9:30. 213/830-7519.

May 9

"ON ANY SUNDAY"
Bruce Brown's M/C classic. Marston Jr. High Aud., 3799 Clairemont Dr., San Diego, CA. 7:30 & 9:30 pm. Entry $2.50. 714/488-1204.

D-28 PRO TT
Oregon Sidewinders MC track, E of SE 82nd Drive, on Lawnfield Rd., near Clackamas, OR. $1500 purse. All classes. 503/659-1022, 632-3857. Start 8 pm.

May 10-11

WORLD CHAMPIONSHIP
HILLCLIMB
De Anza Cycle Park, Sunnymead, CA. Presented by James Mock, Inc. Mail entries only by Apr. 20. $5000 purse. Class A&B bikes welcome. Sat. Stk. class only. $7 entry, all classes Mini-Open. Sun. three exhibition classes. $15 mail entry, $30 post. Sun. moneyday. Mail entry to De Anza Cycle Park, PO Box 973, Sunnymead, CA 92388. 714/653-5840, 653-2633.

D-36 VIRGINIA CITY
GRAND PRIX
Virginia City, NV. Entry open Apr. 1 to May 1. Entry $15 pre, post $100, no refunds. Western States R.A., Box 7244, Reno, NV. 89502. 702/972-1853, 358-2706.

May 10

D-28 SCRAMBLES
Oregon Sidewinders MC track, E of SE 82nd Dr., on Lawnfield Rd., near Clackamas, OR. All classes. Pit gate closes 6:45 pm. 503/659-1022, 632-3857.

"ON ANY SUNDAY"
Bruce Brown's M/C classic. Hoover High Aud., 4474 El Cajon Blvd., San Diego, CA. 8:30 pm. Entry $2.50. 714/488-1204.

Sunday, May 11

D-35 DBL PT
SHORT TRACK
Mariposa Co. Fairgrounds, 2 mi. E of Mariposa, CA. Classes 0-360cc. Class C traction. Sign up 8-10 am, prac. 9-10:30, race noon. $4 ride, $2 watch, $2 second bike. Inc. ins. 209/722-2054, 723-4403.

CRC MX
De Anza Park, Sunnymead, CA. Hwy 60 E. of Riverside, Theodore exit. 3 mots, 30% barss same day, cash to Pros. All classes. Open 7 am, race 9:30. 213/830-7519.

NRA MX
Rawhide Park, Hwy 74 E of Elsinore, CA. 30% brass same day, cash to Pros. 3 motos, all classes. Open 7 am, race 9:30. 714/689-6114 days.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. J/I entry $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry mut be rec. by Fri. am before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

"ON ANY SUNDAY"
Bruce Brown's M/C classic. Grossmont High Gym, 1100 Murray Dr., San Diego, CA. 8 pm. Entry $2.50. 714/488-1204.

May 16

D-28 PRO TT
Oregon Sidewinders MC track, E of SE 82nd Drive, on Lawnfield Rd., near Clackamas, OR. $1500 purse. All classes. 503/659-1022, 632-3857. Start 8 pm.

May 17

D-28 SCRAMBLES
Oregon Sidewinders MC track, E of SE 82nd Dr., on Lawnfield Rd., near Clackamas, OR. All classes. Pit gate closes 6:45 pm. 503/659-1022, 632-3857.

SEMI-PRO SCRAMBLES
Salinas Airport, Hwy. 1 & Airport Blvd. D-36 rules. Sign up 8 am, prac. 10, race 12 noon. $3 watch/ride, $5 Ex. 100% p.b., $1 children. Mini bike prog. 408/899-2401, 394-6276.

NRA MX
Valley Cycle Park, off Hwy. 23 S of Moorpark, CA. 3 motos, 30% brass same day, cash to Pros. All classes. Open 7 am, race 9:30. 714/689-6114 days.

Sunday, May 18

GRANNY RUN IV
Stoddard Valley, CA. IS-15, 5 mi. S of Barstow, Sidewinder off-ramp. Start 7 am. Entry mail $7 1-loop, $8.25 2-loops. Post $8, $9.25. Two SASE to PVDR, PO Box 282, Montclair, CA 91763. 2-loops, 65 mi. C-Women, CU/16, first loop only. 2&3 man teams add $1 per rider. 20% trophies, fin. pins. 714/626-76996.

D-26 CHERRY CREEK HARE & HOUND
55 mi. SW of Eureka, Utah. Limed & signed from Jerico Jct. turn-off Rt. US 50 btwn. Delta & Eureka. Entry $11, Post $16. 3 loops approx. 110 mi. AMA comp. cd. req. SLMC, PO Box 1711, Salt Lake City, Utah for entry blank. Mail entry must be postmarked by May 6th. 801/359-0052.

AMA NATIONAL CHAMPIONSHIP
Santa Clara Fairgrounds, San Jose, CA. 25 lap final & qualifying. $19,150 posted awards, inc. $16,000 purse Expert only. $75,000 Camel Pro Series.

MOTOCROSS
Deschutes Cycle Park. Hwy. 97, 7 mi. N of Bend, Ore. Prac. 9-10 am, race 10:30. Entry $7 Ex., $5 others. 100% p.b. 503/382-0061.

CRC MX
Indian Dunes, Valencia, CA. Hwy. 126. 3 motos, 30% brass same day, cash to Pros. All classes. Open 7 am, race 9:30. 213/830-7519.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. $3000 rider med. cov. PO Box 1402, Costa Mesa. CA 92626.

May 23-24

RUSS DARNELL MX SCHOOL
Billings, Montana. 2 day school. Russ Darnell instructing. Limited entry. Start 9 am to 3:30 pm. Entry $25. 213/367-1722.

May 23

D-28 PRO TT
Oregon Sidewinders MC track, E of SE 82nd Drive, on Lawnfield Rd., near Clackamas, OR. $1500 purse. All classes. 503/659-1022, 632-3857. Start 8 pm.

May 24-26

US MOTORCYCLE JAMBOREE
County Fairgrounds, Tulare, CA. Commercial exhibits, safe riding seminar, dirt track races, field events, trophies, games. Antique MC ride, dances, Grand Parade. Gate chg. $5 adults, $2.50 under 16. All proceeds donated to charity. SCMA PO Box 271, Menlo Park, CA 94025.

May 24-25

SEAT OF THE PANTS ENDURO
Team-has-been challenges hot-dog timekeepers to ride Greenhorn like some of its past winners: without clock or speedo! Extra $5 per team rider goes into pot for winners. Bill Ocheltree, 15024 Leadwell St., Van Nuys, CA 91405. 213/785-8922. Closes May 8, limit 12 teams.

TEXAS HILL COUNTRY TOUR
Marble Falls, Texas. Registration deadline May 12. Tour cost $15 per person, includes everything. Austin Road Riders Assn. PO Box 1041, Austin, Texas 78767. 512/442-1008, 475-2551.

CRE MARATHON & MX
Santa Barbara Cyn., take Hwy. 1 N to S.B. Ave. E then 15 mi. to lime marks then follow them. Race 10 am. Entry $2.50. Free pit tootsies, $1 spec. 24515 E. Santa Barbara Ave. 805/328-5300.

GREENHORN ENDURO
29th Annual, 500 mi. Start Sat. finish Sun. in Cajon area, overnight at Wagon Wheel. Lim. entry, now open, close May 10. $15 both days, $10 Sun. only, $1 ex. per team memb. 2 SASE & std. form to Leonard Reynolds, 9645 Ardendalr, Arcadia, CA. 91006. A,B,C riders go all way. All bikes street legal. Dwg. May 12, PMC Clubhouse, 21 E. Howard St. 213/447-6293, 445-3554.

Saturday, May 24

NATA TRIALS
Four Corners Cycle Park, Barona, CA. 30 mi. N/E of San Diego. 2 x 15 mi. loops with 20 sections each loop. Check in & tech. insp. 9 am. First rider on course 10 am. Boyd Bernard, 7627 Alcove Ave., North Hollywood, CA. 91605.

Sunday, May 25

NRA MX
Rawhide Park, Hwy 74 E of Elsinore, CA. 30% brass same day, cash to Pros. 3 motos, all classes. Open 7 am, race 9:30. 714/689-6114 days.

MOTOCROSS
Bishop, CA. W at signal to Riata Rd., turn L to course. Sign up 7 am, race 9. Entry $5. All classes. Bishop MC, PO Box 1093, Bishop. 714/873-3154.

AFM (NORTH) ROAD RACE
Sears Point Rwy., Sonoma, CA. Hwys 37 & 121. All classes, Prod., GP, Sidecar, Cafe. AFM, PO Box 705, Brisband, CA 94005. 415/547-2947.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry $7 J/I mail, $10 post. Pro $12 mail, $15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. $3000 med. cov. PO Box 1402, Costa Mesa, CA 92626.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign up 9 am, school 10, competition 12. You may sign up at 11:30 & ride Trials only. $5 for club memb. $7 non-memb. Free schools for memb. $2 non-memb. PO Box 2155, Orange, CA 92669.

D-36 ROUGH SCRAMBLES
Pioneer Arena. S on Pioneer Ave. btwn. Oakdale & Escalon off Hwy. 120. Sign up 7:30-10:30, prac. 9-11, race 12. Semi Pro $3.50 entry + extra $2.50 at sign up. 100% p.b. + $25 add. in each Ex. class. All classes + minis. 209/869-1457.

SPEEDWAY
Practice Session
Kings Co. Fairgrnds.
HANFORD
Sunday, April 20
9 AM - 4:30 PM
Speedway Central
209-683-7730
213-589-5058

VALLEY CYCLE PARK
TT Scrambles every 2nd & 4th Sunday
Fillmore Fwy. (Hwy 23) at Tierra Rejada Rd. exit, Moorpark (805) 529-9546
bike rentals-trail riding

2nd Annual
Dirt Diggers M.C.
Dinosaur TT Scrambles
May 4th
Perris Raceway
4 strokes only. $6.00 mail or post (see Calendar). For info: Dinosaur TT, Bay Area Bultaco, 1352 Centinela Ave., West L.A., CA 90025. 213-826-7856 (Skip Kreps).

Norco Little League 70 mile, 2 loop **Sunday, June 15th**
Family Father's Day Enduro
20% trophies. 100% trophies to minis & Powder Puff finishers – 1 loop. A, B, C riders – All class sizes. No extra charge for Husband/Wife, Parent/Child, Buddy, etc. All entry fees tax deductible. Free Hot Hats & super finish pins. Official enduro clocks & flip cards at checks. Route sheets (speed, times) & tank cards mailed 6/10. Ambulance, porta-johns, radio comm., sweep. Limed from Lucerne to Soggy Dry Lake. Start time: 8:01 AM – starting positions given in order of entries received – first in – first out. Mail entries: Open April 14th, close June 6th. Mail $8 and 2 S.A.S.E. Post $9. Three man teams add $1 per rider. For information & entry forms: Jim Payton, 3598 Center Ave., Norco, CA 91760. Any standard entry form O.K.
(714) 737-5597/737-4337

Donner Trials School
with
Steve Darrow & Lane Leavitt
Includes: 5 days meals, lodging, 4 days instruction, & 1 day video tape. **cost $135.00**
Sessions: June 9-13 (Novice-Amateur-Expert). Aug. 25-29 (Juniors–with trials bikes only). Sept. 15-19 (Novice-Amateur-Expert).
Box 66, Norden, CA 95724 916-426-3578

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Tickets Now on Sale – Sat., $2.00 – Sun., $3.00
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600 acres – hills, streams, sand
Family riding 7 days – 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5 on Highway 126 at Castaic
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High School Qualifiers
Every other Saturday (1st and 3rd Sat.)
Carlsbad Raceway
Carlsbad, Calif.
714-744-2161
714-429-3492

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

Bizzorro says: "The only way to let the world know of your coming events is to publish a listing in the Cycle News Calendar. Wouldn't it be just peachy to have a team from New Zealand show up at your next Poker Run? And the best thing of all is it's FREE, FREE, FREE. Just fill in this handy coupon (natch) and mail it. Our crack calendar editor will do the rest. Then stand back and watch the crowd.

Date of Event ________ Time of event ________

Type of event *(TT, MX, Enduro, etc.)* ________

Entry fee ________ Sanction ________

Location ________

Mailing address ________

How to get there ________

____

Additional information ________

____

____

Your name ________ Number to call for info *(with area code)* ________

BULTACO MK VIII 360

A fine weapon whose edge must be honed before each battle

By John Huetter

On one of those all too typical Belgian afternoons that alternated between cold drizzle and damp overcast, Jim Pomeroy, Marcel Wiertz and one or two other riders and hangers-on were standing in the doorway of Marcel's garage debating which bikes to prepare for the following Sunday's Belgian international motocross. Jim was undecided whether to go with the well-proven 326cc engine in the 500 class or the faster, more-powerful 400 prototype which still had its share of development bugs. Jim has a morbid fear of being outpowered and had just about decided on the 400 but then again, if it broke . . .

About this point, Marcel turns to me with that mischievous gleam in his eyes, flashes a wide, gold-flecked grin and says, "Moi – three-feefty-two!" then turns and marches back to his workbench where he continues assembling the prototype Bultaco 352cc engine with all the care and precision of a serious watchmaker. Marcel's no dummy. He knew where it was at. The Bultaco 352 engine was the best balanced combination of light weight, high dependability, and everywhere power that Bultaco came up with in doing their R&D on the international circuit. And that is a very decent combination for a production engine in the 500 class.

During the TransAMA series that fall, Jim rode that engine in a frame with suspension geometry modified by Skip Kreps and Bultaco factory mechanic, Arnie Beamon, working out of Skip's West Los Angeles Bultaco shop. With the shocks moved forward on the swingarm to a near vertical position, another inch of front suspension travel was called for, and so the compensating mods continued. The definitive frame and suspension geometry for the Mk VIII production 360 Pursang, when figured out by the factory engineers, was within a quarter-inch of the Americans' torchwork.

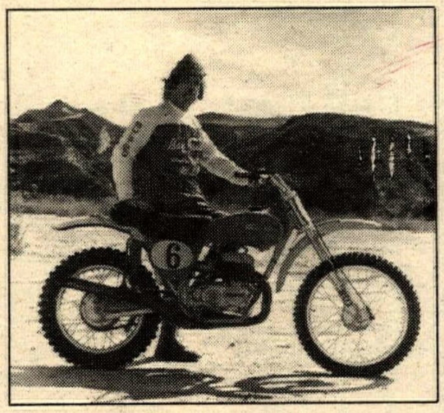
The first time I rode one was in April of last year. Two of them had been built for the Barcelona Auto-Moto Salon which is a pre-preview of the next year's goodies.

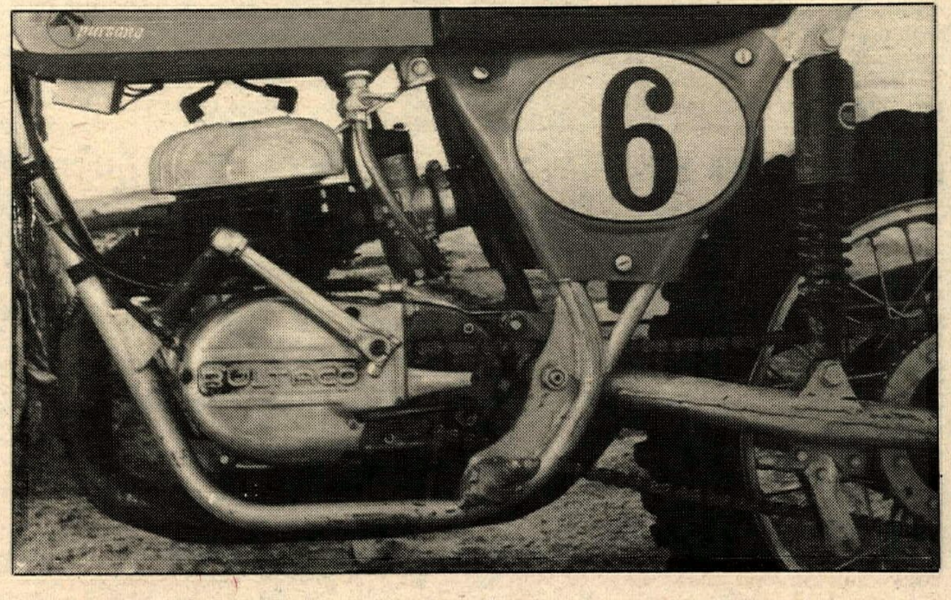
With typical enthusiasm, Jim prevailed upon "Paco," chief of Bultaco engine development, to let me ride one. "They're bitchin'," Jim exclaims. "Here," as he hauls one of the two out of the test room, "just go out and gas it. But try not to crash it." Why should he say anything like that? He'd never seen me ride before.

The impression made by flat silver frame and glistening red fiberglass is pure racer. It comes to life on the second kick and riding it feels terrible and awkward.

I feel like I'm 12 feet up in the air bouncing around over the melon-sized rocks and rim-bending potholes. Then, acquiring the confidence to make clean, coordinated shifts for a complete circuit, the throttle is twisted on. The rocks move out of the way or get spewed from the rear 4.50 Pirelli as it gets and keeps traction. The potholes disappear. My relationship with the motorcycle improves about 100% as it responds, even anticipates, every time you want something to happen. There is much hard, impelling power from very low in the RPM range to about 6000 RPM. You quickly feel racer-ly and very, very quick in both go and stop modes.

PHOTOS BY JOHN HUETTER





Now, nearly 10 months later with 360 Pursangs inevitably appearing in the win colums if not dominating their class completely, it becomes very clear that the machine is designed to that measure first hinted at that day in Barcelona. It handles with an excellence that will be unmatched for some, and acceptable to just about everyone, when you go fast. And stop fast. And don't mess around getting familiar with the grooves in the corner. And go fast again. That is the way it works best.

If you go slowly, the feeling of being too high for effective weight transfer or cornering confidence returns. The suspension feels too hard. The front end hunts and, while never going away, doesn't make you like it. The rear end kicks up in corners like somebody ran into the back tire or something. The solution is basic: Don't ride it slowly. If you want to ride it slowly, you should not have paid $1600 or so for this two-wheeled weapon in the first place.

The Mk VIII Bultaco may be, as we head into 1975, the right weapon for the 500cc class in motocross. Displacement has been enlarged to a hair over 362cc via the bore, rear axle travel is a nominal six inches with the front almost seven and a half, and the wet weight can easily be maintained under 210 pounds, ready to race a moto. The winning secret lies

somewhere in there plus the combination of its incredibly quick cornering, with now even harder power coming out of the corners and rare high-speed stability.

More than a few well-tuned 360 Pursangs are producing close to 40 HP at the rear wheel and the weight is down to what reasonable 125s were only three years ago. It becomes clear that with any kind of talent and even slight affinity for the Bultó family's notion of a motocross machine, your lap times will go down. But maybe not every lap.

First, you must learn to relate to this lady and there is nothing homogenized about the 360 Pursang. The name itself says you shouldn't expect there to be. The Spanish mechanical response to American consumer "protection" laws demanding leftside-shifting motorcycle was a clear indication that nobody at the Bultaco factory really thought a Pursang should shift on the left. Competition manager Oriol Puig Bultó had voiced that opinion over a year ago. The American distributor had retrofitted the test bike with a more straightforward, sano shifter. It improved things tremendously but you still had to apply yourself to learning how to make smooth, complete shifts with the five-speed box. If you didn't ride it for a while, you then had to re-learn. Consistent top three placings in every 500 class from Novice to Expert on the Pursang indicate that such education is possible with positive reinforcement.

Racing the 360, you will generally have two quite opposite experiences with the corners on a motocross track. You might never get to know them, even to wondering if there is a better line, because you will go in and out so quickly that the Pursang will be down at the next corner while you're wondering whether to put a foot down. It's like a subatomic particle which is never anyplace right now; it was just there.

The other experience encountered is that of inspecting the quality, consistency, and topography of corners at extremely close range. You can smell the dirt, you can feel the dirt, you can even hear the dirt: it goes "Bonk" right through your Bell Magnum. The differences in approach that lead to such widely different results are very hard to pin down. If you don't do it "right" on an LTR Pursang, you will fall down. Wish we could tell you what "right" *is* on this machine but the best answers, even from Experts with single digit numbers, were mainly instinctive and not very instructive. The one thing that was consistently "right" with this machine was using lots of throttle. Gassing it will never do you wrong.

It was also quite possible to have both those cornering sensations in the same day. The 360 Pursang is a specific sort of weapon and demands full attention whenever it is in motion. We'd feel silly going from complete control to on the ground in a tight righthander with no intervening loss of balance; then we'd see the same thing happen to a National-level Expert and then to one of the top Bultaco riders in the state.

You must pay attention to the widely varying rake induced by lots of suspension travel at both ends. You must concentrate on proper weight transfer when changing directions. You must use prodigious amounts of Bel-Ray premix by twisting the throttle grip toward you very hard. You must stand up going faster than ever before down bumpy straights and let the machine work under you. If you can coordinate these things, then you will probably think that the 360 Mk VIII Pursang is The Answer . . . and you will probably be right. You will win.

If it doesn't sound easy, that's because it isn't. This is the same frame, forks, and engine that Bengt Aberg used to win the Motocross des Nations going away and it was not designed for Timothy Trailrider. (However, if you're a very quick trailrider, the Pursang makes a really responsive woods and bushes bike within the range limitations of a 1.75 gallon tank.)

Remedial and pre-race preparation steps on the 360 Bul are fairly straightforward but quite necessary. The Motoplat electronic ignition coil bracket nuts wore holes in alternate inner sides of the fiberglass tank on successive weekends, the second time after padding with foam rubber. Some bracket bending and at least adequate cushion are required to prevent embarrassing leaks.

The increased displacement in 1975 has increased the effective wrap-around of the large transfer ports. Since, at the time of our test, no replacement 360 pistons were available in the U.S., an alternate piston had been installed prior to our ride. One of the piston ring locating pins in this piston snagged in the deeper transfer port and little pieces of aluminum implanted themselves randomly around the top end. A trip down to our friendly local Bultaco dealer (Skip, again.) resulted in both this discovery and a rebuilt 360 Montadero piston to slide into the Gary Bray overbore. Skip relocates the piston pins at the back where they don't come near a port, thus eliminating the temptation to intermingle with destructive consequences.

More maintenance cautions: check the primary drive and don't be afraid to change the lubricant now and then. If the Joresa primary chain looks chancey, replace it with a Diamond. This is not so critical on the 360s since they don't rev as high as the 250 or 125. Make sure the head nuts are torqued correctly and always make sure the headstay is tight and intact with the little reinforcement insets in place. A loose or cracked headstay means destructive vibration. Two cracks in three races revealed that the efficient, quiet pipe is made of relatively thin gauge metal. Rewelding or replacement with an equally quiet expansion chamber was in order. Pop the numberplate sidepanels off the still airbox and see if there are double springs on each clip to hold the Twin Air foam filter in place. If there aren't, put them in. Lack of same cost J. L. Pomeroy a top five placing at the Yugoslav 250 GP. Good factories learn by racing – like Bultaco. Pressure exerted by this year's "eight inch" Betors on last year's fork seals result in some drool after a few weeks. The Telesco shock absorbers should be rebuilt with Bel-Ray LT-100 at the first opportunity. They are basically quite decent dampers.

Things you don't have to worry about include wheels with the lightest hubs going on a production 500 motocrosser. The small hubs have sprayed-on brake linings and do an adequate job of stopping the light Pursang whether wet or dry. Spokes do not seem to loosen in the smooth profile Akront rims. The 36mm Amal carburetor mixes lots of premix and air with precision from zero to maximum RPM. It is a thirsty engine and a 40-minute moto will leave you with a nearly dry tank. The seat is excellent, the pegs are good even in mud, and you either like the bars and grips or you don't. Most detailing, including rubber covers over the throttle housing and carb is up to top 1975 motocross specs.

When being completely candid, Bultaco development engineers will admit that in bringing a works bike to the public, as they've done with the 360 Pursang, they have pushed reasonable development of the Pursang engine and transmission to very near its limits. What is remarkable is that the 360 has proven as reliable as it actually is considering how little race preparation most sportsman riders put into their bikes. A generally accepted ratio for Grand Prix bikes is 10 hours of preparation for every hour of competition time. Usually, many more hours than that are spent on each machine. Since the 360 Bultaco is, in essence, an uncompromised works bike (Add Bilstein gas-oil) shocks and you've got it.), if you spend less time preparing it for a race, you can expect less. Whether most sportsman riders need or can even benefit from a true works replica motocross bike is begging the question. The riders want to buy them and the factories are producing them.

You can use up a 360 Bultaco in a few motocrosses if you do not attend to it and you may never feel completely comfortable with the LTR suspension and nearly seven inches of travel, in part, because you are going at least 10 mph faster over the bumps. But a works motocross bike is not necessarily built to last more than about two competition hours at a crack nor to provide maximum comfort to the rider. It is built to win. The Mk VIII version of the 360 Bul can do that. There is very little room for compromise in being first at the checkered flag. •

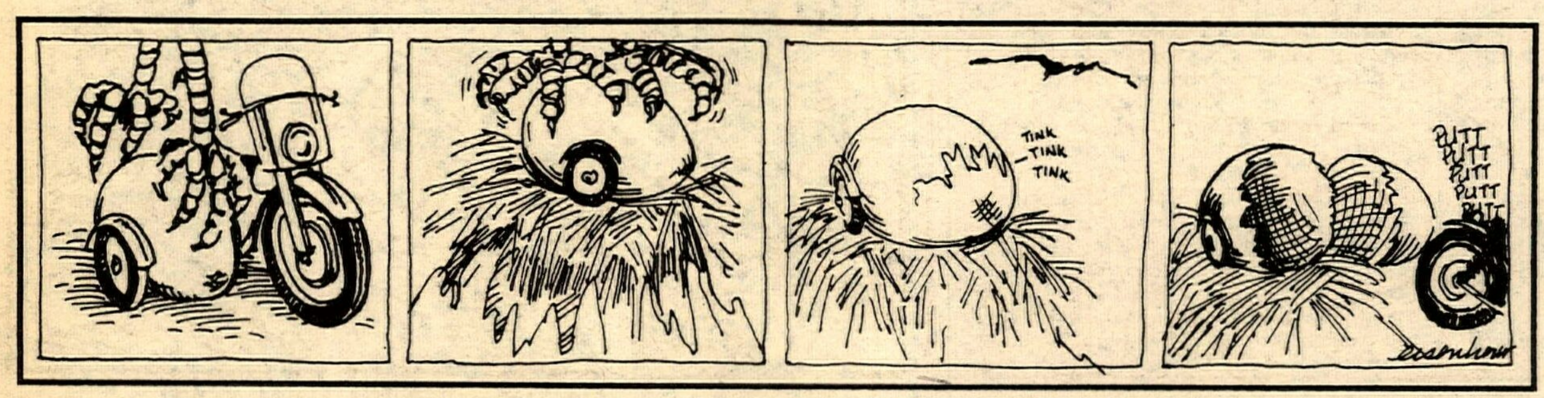
Specifications

Frame and suspension

Single downtube, full crade 4130 chrome molybdenum steel; reinforced swingarm

Wheelbase	56 in. (± ½ in.)
Seat height	35 in.
Ground clearance	9.5 in.
Handlebar width	35 in.
Forks: Betor w/travel	6.75 in.
Rear suspension: Telesco w/165 lb./in. springs mounted for rear axle travel	6.25 in.
Weight	209 lbs. wet (Note: FIM minimum is 206 lb.)
Engine/transmission	
Displacement	362cc
Bore x stroke	85mm x 64mm
Carburetion	36mm Amal concentric (Spanish-built)
Air Filtration	Twin Air foam filter in underseat still air box accessible by side numberpanels.
Ignition	Motoplat electronic firing two sparking plugs in synch
Primary drive	Joresa duplex chain
Transmission	5-speed close ratio constant mesh; left or right side 1-N-2-3-4-5 and multi-plate wet clutch
Running gear	
Wheels/tires	Akront shoulderless alloy rims; 3.00x21 Pirelli MX knobby, front. 4.50x18 Pirelli MX knobby, rear.
Fuel tank	1.75 U.S. gal. capacity; fiberglass w/breather tube and dual petcocks. Rec. fuel: Bel-Ray MC-1 @ 50:1
Fenders	frangible fiberglass
Kill button	left-side handlebar
Brakes	SLS front and rear (rod-operated in duralumin hubs
Built-in muffler	Yes, reasonably effective
Instrumentation	None
Price	$1645 F.O.B. Virginia Beach, VA.

RESULTS



Quicksilver Enduro
Idria, Calif.
Mar. 16, 1975

OVERALL
Robert Mullarkey 14
Richard Sangalli 154
A-125
Richard Sangalli 154
Clark Frentzen 225
Jim Conway 279
A-250
Nick Therous 221
Pat Pipes 222
David Ow 227
Gary Holmes 239
Doug Baird 285
John Troutt 286
Leonard Lawrence 292
A-OPEN
Robert Mullarkey 14
Lewis Milligan 171
Wayne Sumner 177
Joe Comer 179
John Clark 180
John Moore 203
Ron Cash 240
Gary Covell 252
Robert Rogstad 253
Brad Rice 388
TEAM RESULTS
Ron Cash, David Ow, John Moore 670
B-125
Mike Szura 260
Ken Netto 440
B-250
Jack Steck 182
Ken Carman 187
Fred Bennet 195
Ron Alsop 205
John Silva 241
B-OPEN
J.I. Miskella 205
Pat Fretnell 231
Dee Genung 239
Don Ivan 241
Scott Mettelmann 252
Edd Haymond 332
Rob Jacobs 355

John Player
Transatlantic Trophy
Match Races
Great Britain
Mar. 29-30, 1975
By Chris Carter

MALLORY PARK
1st RACE
Kenny Roberts Yam
Pat Mahoney Yam
Dave Aldana Suz
Don Castro Yam
Dave Croxford Nor
Percy Tait Yam
John Newbold Suz
Steve McLaughlin Yam
Pat Hennen Suz
Dave Potter Yam
Phil McDonald Yam
Gene Romero Yam
RACE SPEED
89.45 mph
FASTEST LAP
Roberts 51.4 secs.
POINTS: USA 71; GB 55
2nd RACE
Kenny Roberts Yam
Dave Aldana Suz
Gene Romero Yam
Don Castro Yam
Mick Grant Kaw
Barry Ditchburn Kaw
Pat Mahoney Yam
Dave Potter Yam
Percy Tait Yam
Randy Cleek Yam
John Newbold Suz
Charlie Williams Yam
Steve McLaughlin Yam
Dave Croxford Nor
Phil McDonald Yam
Pat Hennen Suz
RACE SPEED
81.36 mph
FASTEST LAP
Roberts 54.80 secs.
POINTS
USA 72; GB 64
RACE TOTAL
USA 143, GB 119
OULTON PARK
1st RACE
Kenny Roberts Yam
Gene Romero Yam
Dave Aldana Suz
Stan Woods Suz
Dave Potter Yam
Barry Ditchburn Kaw
Steve Haker Yam
Don Castro Yam
Steve McLaughlin Yam
Percy Tait Yam
Charlie Williams Yam
Pat Mahoney Yam
Mick Grant Kaw
Pat Hennen Suz
FASTEST LAP
Roberts 1m13.8 secs.
POINTS
USA 75; GB 58
2nd RACE
Stan Woods Suz
Pat Mahoney Yam
Pat Hennen Suz
Don Castro Yam
Steve Baker Yam
Mick Grant Kaw
Dave Potter Yam
Percy Tait Yam
Dave Aldana Suz
Phil McDonald Yam
Stevé McLaughlin Yam
Dave Croxford Nor
RACE SPEED
76.87 mph
FASTEST LAP
Mahoney 1m13.4 sec.
POINTS
USA 60; GB 66
FINAL TOTAL
USA 278; GB 243

SDTR Scottish Trials
Barona, Calif.
Apr. 6, 1975
By Dick Vasquez

EXPERT
Mike Griffitts (61.6) Mon
Bernie Schreiber (64.5) Bul
Bob Nickelsen (75.0) Hon
Geo. Smith III (83.4) Hon
Martin Belair (90.0) Mon
Jack Armstrong (109.0) Bul
Vic Conaway (113.4) Mon
AMATEUR
Mike Meade (104.9) Bul
Tom Burman (107.9) Bul
Debbie Evans (114.2) Yam
Lynn Barnes (120.3) Suz
Boyd Bernard (125.8) Bul
NOVICE
Glen Coahran (72.0) Mon
Marv Hitchler (78.8) Suz
Jerry Armstrong (86.6) Bul
Mike Mueller (92.5) Yam
David Boyd (107.4) Yam

P.I.T.S. Trial
Lockwood II
Lockwood, Nev.
Mar. 30, 1975
By Moto Depo

EX
Jeff Koskie Suz
Bob Bertucci Bul
Bob Tyson Bul
AM
Norm Saylor Bul
Linn Fulford Bul
Gary Owens Bul
NOV A
Tom Salvato Suz
Jon Stoodley Bul
Cicel Mitchem Bul
NOV B
K. Davis Yam

French GP
LeCastellet, France
Mar. 30, 1975
By John Brown

125cc
(18 laps-64.80 miles)
K. Andersson Yam
L. Gustafsson Yam
P. Pileri Mor
E. Lazzarini Pio
H. Bartol Suz
M. Maingret Yam
H. Hallberg Yam
P. Frohmeyer Mai
V. Novella Yam
X. Tscchannen Mai
FASTEST LAP
Pileri, 2m29.0s
88.90 mph
250cc
(22 laps-79.24 miles)
J. Cecotto Yam
I. Takai Yam
M. Rougerie H-D
P. Pons Yam
L. Gustafsson Yam
G. Choukroun Yam
C. Mortimer Yam
T. Virtanen Yam
T. Herron Yam
P. Bouzanne Yam
FASTEST LAP
Cecotto, 2m18.0s
94.12 mph
350cc
(22 laps-79.2 24 miles)
J. Cecotto Yam
G. Agostini Yam
G. Choukroun Yam
J. Guignabodet Yam
C. Huguet Yam
J. Balde Yam
P. Korhonen Yam
P. Bouzanne Yam
P. McKinley Yam
K. Solberg Yam
FASTEST LAP
Cecotto, 2m15.9s
95.58 mph
500cc
(22 laps)
G. Agostini Yam
H. Kanaya Yam
P. Read MV
A. Toracca MV
P. Pons Yam
P. McKinley Yam
M. Rougerie H-D
K. Auer Yam
A. George Yam
K. Solberg Yam
FASTEST LAP
Kanaya, 2m13.8s
97.08 mph
SIDECARS (18 laps)
H. Schmid/ M. Matile Kon
W. Schwarzel/ A Huber Kon
M. Hobson/ K. Burns Yam
R. Steinhausen/ S. Huber Kon
A. Pantellini/ F. Mazzoni Kon
A. Zini/ A. Fornaro Kon
S. Keen/ R. Keen Kon
G. Ayme/ P. Loiseau Kon
FASTEST LAP
Schmid, 2m28.9s
87.23 mph

Easter Sunday Race
Argyll Park
Dixon, Calif.
Mar. 30, 1975
By Betty Rogers

MINIS
Danny Willis Yam
Ron Kasper Hon
100
Dennis Stall Hon
Dave Rowe Suz
David Kabustian Suz
OLD TIMERS & VETS
Frank Hicks Hus
Jack Lewis Bul
VET
Al Bauman Bul
Bob Collins Pen
Pete Demas Hus
NOV 125 DIV I
David Menez Hon
Fred Korff Hon
Russ Croachnell Hon
NOV 125 DIV II
Doug Pyne Kaw
Robert Fahrney Hon
Keith Reynolds Hon
NOV 125 DIV 3
David Miller Hon
John Crocker Kaw
Todd McIntosh Hon
AM 125
David Ernest Hon
Don Cantaloupi Yam
Paul Sipes Hon
EX 125
Danny Chandler Hon
Dan Turner Hus
Mike Preston Hon
NOV 250
Eric Dutton Pen
Steve Lausmann Bul
Kim Campos Hus
250 BEG
Mike De Luca CZ
Gary Gliffe CZ
John Bratten CZ
250 AM
Rodney Pogue Yam
Glenn Steifel Mai
Scott Henry Bul
250 EX
Neil MacDannald Nog
Jim Turner Bul
Kevin Henry Bul
OPEN NOV
Randy Dawson Mai
Steve Olifs Bul
Todd Kohlmeister Bul
OPEN-EX
Lance McPhee Mai
Ed Ehninger Mai
OPEN-AM
Rory Rundell CZ
Terry Hicks Bul
Bob Collins Pen
EGG RACE
Charlie Marshall
Danny Chandler

Team Race
Moreno Valley M.C.
DeAnza Cycle Park
Sunnymead, Calif.
Mar. 30, 1975
By Gus

OPEN EX
Butch Baker/ Matt Myers Yam/Yam
250 EX
R.E. Harris/ B. Powers Hus/Hus
175 EX
John Trotter Yam
125 INT
Peter Schaffhauser Hon
125 JR
Jeff Clark Hon
125 BEG
Keith Schindler Hon
Mark Gold/ Sam Gold Hod/Hod
100 EX
Chris Collins/ Doug McGowen Suz/Suz
MINI EX
Jim Hall Hon
MINI JR
Eric Collins Hon
David Villanueva/ Mike Shea Yam/Yam
Brian Jerome/ Chris Bridges Hon/Yam
MINI BEG
Benny Parks Hon

Short Track
Perris Raceway
Perris, Calif.
Mar. 29, 1975
By M. Hailey

100cc
Randy Throne Yam
Mike Sharp Yam
Kevin Rogers Yam
125cc
Eddie Lawson Yam
Brad Oxley Yam
David Anderson Yam
250 NOV
Arthur Junker Yam
Brad Oxley Yam
Mark Mund Yam
250 AM/EX
Eddie Lawson Coo
Dorothy Rowe Yam
John Sperry Yam
OPEN NOV
James Throne, Jr. Mac
Dave Sheeban Bul
Bradley Tri
OPEN AM/EX
Steve Bennett Kaw
Dennis Kanegae Yam
B. G. Stone Mac
OPEN EX
S. McKnight Tri
Paul Lambert Yam
John Sperry H-D

M.R.A.N. MX
Las Vegas, Nev.
Top 5 1st Quarter
Point Standings

TRAILBIKE
1. Joe Wells
2. Todd Snow
3. Rod Ahlstrom
4. Billy McDaniel
5. John Sankovich

ULTRA-LTWEIGHT
1. Jerry McKinley
2. Mark Mortensen
3. Bob Gabriel
4. Pete Escoto
5. Jeff Harper

LIGHTWEIGHT
Bill Oerding
2. Chuck Rush
3. Bob Smith
4. Richard Quayle
5. Marc Peterson

HEAVYWEIGHT
1. Mike Maze
2. Randy Finch
3. Mel Chapman
4. Mike McRoberts
5. Ben Maze

R.A.C.E. MX
Corona Raceway
Corona, Calif.
Apr. 5, 1975
By The Tube

MINI CYCLES
Harlan Kistler Hon
Greg Bell Hon
Marty Kistler Hon
125 SR
Eddie Clark Hon
Jackson Kistler Hon
Jeff Crump DKW
100 JR
Pat Longfellow Yam
Brent MacMurray Hon
Craig Bingham Hod
125 BEG
Chris Wright Suz
Tony Rickard Hod
Bart Onasch Pen
250/500 JR
M. Riley Mai
Tim Romero Suz
Chuck Hunt Hus
250 INT
Don Wickham Pen
Mark Aldrich Bul

AME MX
Indian Dunes
Valencia, Calif.
Apr. 4, 1975
By Tod Rafferty

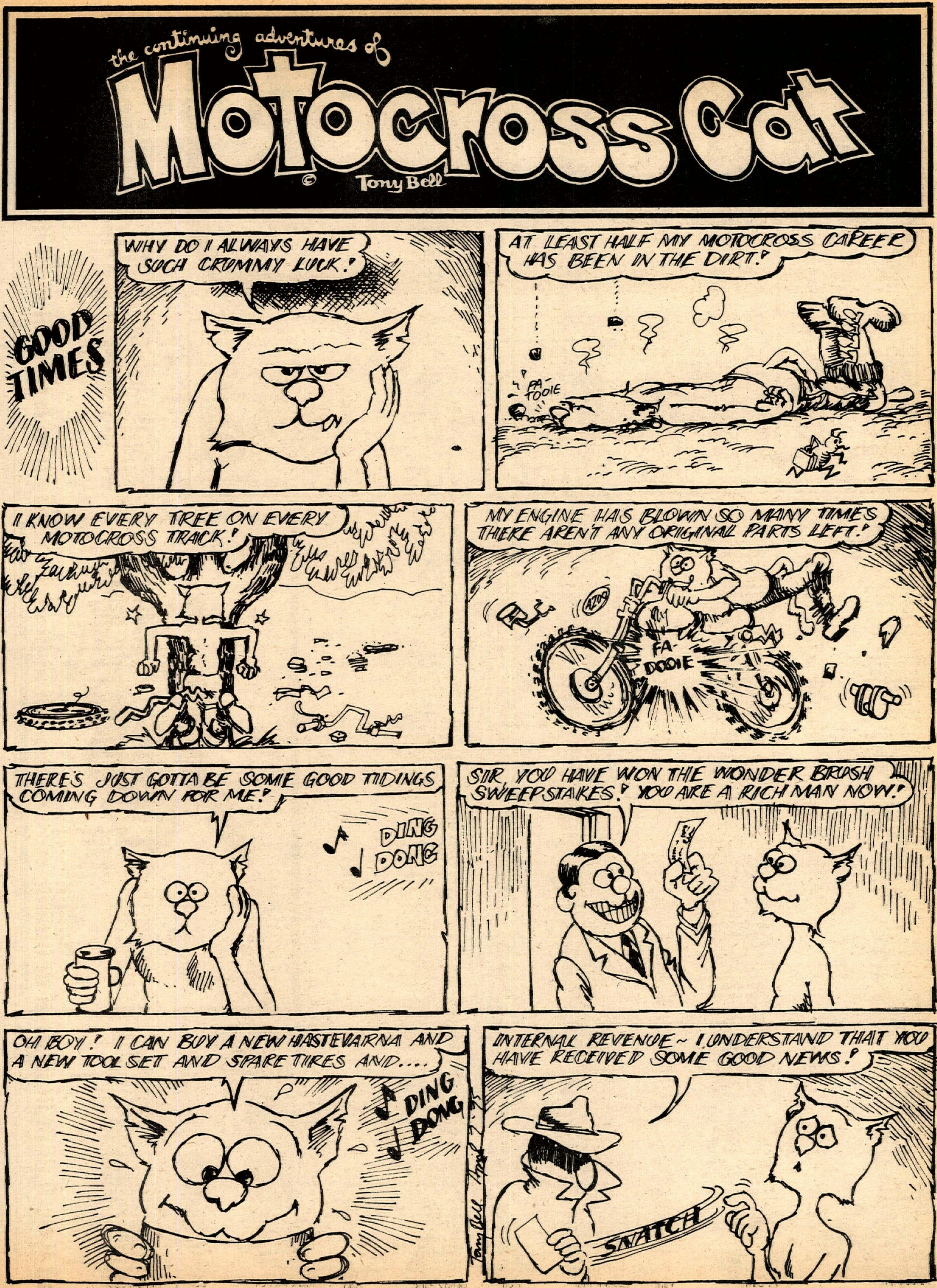
MINI EX
Lance Sloane Yam
Mike Nance Yam
Ricky Ryan Yam
100 BEG
Alex Cofino —
Wayne Hopper Yam
100 JR
Bob Ramsey Yam
Tom Harper Yam
125 EX
Andy Jannings Hon
Tom Zahnter Hon
Tom Ryan Yam
125 JR
Bill Greene Hon
John Nielson Hon
Doug Taft Hon
125 INT
George Viens Hon
John Caper Hon
Bobby Cosner Hon
125 BEG DIV I
Brent Peterson Hon
Jim Davis Hon
Dean Glasse Kaw
125 BEG DIV II
No. 672 —
Jody Richison Hon
Bob Matchett Hon
250 BEG
Gery Tiere Hon
Bruce Pregler Yam
Dave Murray CZ
500 BEG
Paul Birchfield Yam
Jeff Winkel Yam
250 JR
Mark Bear —
500 JR
Lloyd Baland —
Gary Scardina Mai
OLD TIMER
Joe Brown CZ
Norb Brown Hus
500 EX
Tom Claire CZ
Randy Stubbs Bul
Chris Bartlett Pen
250 EX
Don Hansen Mai
Will Harper CZ
250 INT
Dan Mayreis Mai
500 INT
Billy Bob Mai
John Herrin CZ

TT Scrambles
Perris Raceway
Perris, Calif.
Mar. 29, 1975
By M. Hailey

100 NOV
Steve Mott Yam
Randy Shrone Yam
Kevin Rogers Yam
125 NOV/AM/EX
Eddie Lawson Yam
Dylan Neihart Yam
Carl B. McCauley Yam
250 NOV
Dylan Neihart Yam
Brad Oxley Yam
Dennis Tyhurst Yam
250 NOV
Arthur Junker Yam
J. Ward McKee Kaw
Bill Myers Yam
250 AM/EX
John Sperry Suz
Eddie Lawson Coo
Dorothy Rowe Yam
OPEN NOV
Robert Swager CZ
John Wells Yam
James Throne Mac
OPEN AM/EX
Paul Lambert Yam
Walt Foster Yam
Jay Lewis Kaw

IMA Hare Scrambles
Murphy, Idaho
Mar. 23, 1975
Official Results

TOP 10 FINISHERS
Cotton Gulo Open Hus
Bill Uhl 200 C-A
Gary Haskell Open Yam
Ron Roger Open Suz
Ron Dillion 250 Yam
Dan Muller 125 Hon
Roger Cameron Open Bul
Tagg Gulo 250 Hus
Bud Sparks 125 Hon
Fred Johnson Open Kaw
OPEN-EX
Cotton Gulo Hus
Gary Haskell Yam
Ron Roger Suz
250 EX
Ron Dillon Yam
Tagg Gulo Hus
Ollie Todd Hus
200 EX
Bill Uhl C-A
Nate Gross Hon
Ron Purvis Hus
125 EX
Dan Muller Hon
Bud Sparks Hon
Garland McCutchen Hus
250 NOV
Drayton Hollingsworth Suz
Dennis Edwards Hus
Donald Knight Kaw
200 NOV
Gene Evans Suz
Tom Thorpe C-A
David Murphy Yam
125-NOV
John Stone Hon
Chris Pearcey Hon
LeVern Raff Suz
ENDURO-OPEN
Robert Bailey Hon
Brian Davey Kaw
Ken Hogue Hon
POWDER PUFF
Sharon Purvis Hus
Ronda Carlburg Kaw
Deb Rush Suz
ENDURO 0-200
Jerry Clark Hon
Dale Points Yam
MINIS OWN COURSE
Curt Harpham Hon
Corky Madsen Hon
Chris McGee Ste


the continuing adventures of
Motocross Cat
© Tony Bell
GOOD TIMES
WHY DO I ALWAYS HAVE SUCH CRUMMY LUCK!
AT LEAST HALF MY MOTOCROSS CAREER HAS BEEN IN THE DIRT!
PA-TOOIE
I KNOW EVERY TREE ON EVERY MOTOCROSS TRACK!
MY ENGINE HAS BLOWN SO MANY TIMES THERE AREN'T ANY ORIGINAL PARTS LEFT!
FA-DOOIE
THERE'S JUST GOTTA BE SOME GOOD TIDINGS COMING DOWN FOR ME!
DING DONG
SIR, YOU HAVE WON THE WONDER BRUSH SWEEPSTAKES! YOU ARE A RICH MAN NOW!
OH BOY! I CAN BUY A NEW HASTEVARNA AND A NEW TOOL SET AND SPARE TIRES AND....
DING DONG
INTERNAL REVENUE ~ I UNDERSTAND THAT YOU HAVE RECEIVED SOME GOOD NEWS!
SNATCH

R.A.C.E. HSMX
Corona Raceway
Corona, Calif.
Apr. 4, 1975
By The Tube
MINI CYCLES NOV
Harlan Kistler N.D.
Brent Orton A.L.
Joe Nist Pomona
MINI CYCLES INT
Robert Edmison A.L.
Jay Miller N.V.
Chris Martinez N.V.
POWDER PUFF
Debbie Edmondson N.V.
Mary Hergenreder Arl.
Loni Anderson Arl.
100 NOV
Rod Anderson Arl.
Terry Tate A.L.
Tom Crisham Arl.
100 SR
Paul Ballow Arl.
Paul Townsend N.V.
Jerri Fringer N.V.
125 NOV
Richard Apodaca Arl.
Joe Feld A.L.
Philip Maust A.L.
125 SR
Joe Baldwin A.L.
Jim Lowe A.L.
George Forte N.V.
125 INT
Jackson Kistler N.D.
Jeff Middleton N.V.
Marty Wolford Arl.
175 NOV
Richard Apodaca Arl.
S. Christiansen Pom.
Steve Feld A.L.
175 SR
George Forte N.V.
Joe Feld A.L.
Tom Fringer N.V.
250 NOV
Rod Anderson Arl.
Gary Staddan N.V.
Rick Van Ryn N.D.
250 SR
Matt Klohn N.V.
Gary Reitsma N.D.
Kevin Nemire N.V.
500 NOV
Mark Rawley Arl.
Dale Wilczynski N.V.
Gary Staddan N.V.
500 SR
Gary Reitsma N.D.
Matt Klohn N.V.
Kevin Memire N.V.
SCHOOL SCORES
Norte Vista 171
Arlington 108
Alta Loma 89
MOTOCROSS
(Unattached riders)
MINI CYCLES
Lindley Kistler Hon
Todd Miller Hon
Marty Kistler Hon
100 JR
Todd Miller Hon
Ron Baker Yam
Bill Nielsen Yam
125 JR
Karl Hostetler Hon
Jim Wilson Ric
Louie Delatorre Hon
125 INT
Ruben Durazo Suz
Steve Harper Hon
Richard Harris Hon
25-/500 JR
Blake Bunnell Hon
Ray Simmons CZ
Mike Mohoroski Mai
250 INT
Brian Rowe Bul
Tim Gaffney Mai

Puyallup Big 10 MX
Puyallup, Wash.
Mar. 30, 1975
MINI A
Jim Anderson
MINI B
Roger Zoerb
100 A
Troy Luchini
100 B
Brad Hoyt
100 C
Jeff Fugh
125 PRO
George Gardner
125 PRO B
Marvin Sykes
125 PRO C
Todd Jouflas
200
Mark Luchini
250 PRO
Rick Weidman
250 B
Steve Bryant
250 C
Tim Birk
OPEN PRO
Bill Joyce
OPEN B
Joe Knight
OPEN C
Richard Sattem
OVER 35 CLASS
Dave Grip
SERIES HIGH PT
TROPHY WINNERS
MINI A
Kenny New
MINI B
Mark Anderson
100 B
Bret Rochester
100 B
Brad Hoyt
100 C
Jeff Pugh
125 PRO
Gary Racca
125 B
Marvin Sykes
125 C
Lloyd McAlpin
250 PRO
Russ Roberts
250 B
Glenn Felt
Chuck Biegert (tie)
250 C
Mike Norton
OPEN PRO
Randy McAllister
OPEN B
Joe Knight
OPEN C
Scot Templeman
OVER 35
Dave Grip

Fremont Marathon
Fremont, Calif.
Mar. 30, 1975
By W. H. Spencer
MINI
Mike Sprenger Hon
Joe Rezendes Hon
Mike Kelley Hon
125cc
Eric Jones Hon
Mike Webb/ Don Anderson Hon
Jimmy Sisco/ Boyd Henderson Suz
Ray Parker Paul Nunes Hon
Steve Cunningham/ Randy DeSouza Suz
250cc
Jim Odom/ Bruce Kelley M-V
Gary Vanderpool M-V
Rod Simas/ Dave King Pen
Steve Benakovich Hon
Rich Faltersack Mai
Rod Lake/ Fred Faltersack Yam
OPEN
Paul Schwafel/ Larry Greene Hon
Bob Saclly/ Bob Rickerts M-V
Rich Carlson Bul
Nick Nazzisi/ Paul Crippes Yam
Pat Ghiorso/ Jim Hartline Yam
Louis Snedden/ Bill Risner CZ

TT
Corona Raceway
Corona, Calif.
April 2, 1975
By Elaine Jones
MINI
David Jenkins
Buddy Crisp
Chuck Bittle
MINI DIV 2
Chris Gables
Mike McBride
Brad Kelly
100cc NOV
Eddie Drake
Justin Vaughn
Rick Blankenship
125cc NOV
Sam Davis
Eddie Drake
Fred Conover
125cc EX
Mike Tidwell
Roy Stafford
250cc NOV
Wiley Miller
Jim Roach
Dylan Neihart
250cc EX
Eddie Lawson
Doug Davenport
Mike Tidwell
OPEN NOV
Tim McWhorter
Dennis Aguirre
Geoff Dawson

Half-mile
Corona Raceway
Corona, Calif.
April 2, 1975
By Elaine Jones
MINI
Chris Cannon
Dave Jenkins
Chuck Bittle
100cc NOV
Justin Vaughn
Rick Blankenship
Ron Sheffer
125cc NOV
Eddie Drake
Bobbi Hunter
Fred Conover
125cc EX
Mike Tidwell
Danny Perkins
Daylan Neihart
250cc NOV
Dylan Neihart
Wiley Miller
Dave Anderson
250 TWIN EX
Craig Armstrong
Mike Tidwell
Randy Roderick
250cc EX SINGLE
Mike Tidwell
Eddie Lawson
Bob Graves
OPEN NOV
Nancy Parks
Dennis Aguirre
Tim McWhorter
OPEN EX
Dan McWhorter
Jim Wright
Paul Lambert

H&H Easter Classic
Fallon, Nev.
Mar. 30, 1975
By Moto Depo
OVERALL EX
Fred Rogers Hus
OPEN EX
Jack Putnam Pen
250 EX
John Burrows Pen
OPEN AM
Rod Jones Hus
Ron Keeping Mai
250 AM
Bob Mahlstrom Pen
125 AM
Wayne Hatch Hon
OVERALL NOV
Bill Kemp Hus
250 NOV
Don Raeger Kaw
Lee Sutton Hus
Art Scott Hon
125 NOV
W. T. Sherman Yam
Tom Jepson Hon
Pete Jepson Hon
OLD TIMERS
Dick Hammesfahr Hon
Bob Sorenson Hus
POWDER PUFF
Sue Murphy Hus
Hermalene Wick Suz

AMA Ascot Half-mile
Gardena, Calif.
April 11, 1975
By Lane Campbell
NOVICE MAIN
Ted Davidson Yam
Vince Mead Yam
Rick Graham Bul
Steve Fortune Yam
Kirk Tardiff Yam
Tony Everhart Yam
Paul Anderson Yam
Alan Wood Yam
Eddie Lawson Coo
Craig Armstrong Yam
JR MAIN
Steve Eklund Yam
Dan McWhorter Yam
Jim Wright Yam
Frank Adamo Yam
Mark Mitschele Yam
Dennis Robinson Yam
Doug Garrison Yam
Nick Nazzisi Yam
Gary White Yam
Jim Crowley Yam
EX MAIN
John Allison Yam
Walt Foster Tri
Frank Gillespie H-D
Pat McCaul Yam
Tom White H-D
John Sperry Tri
Shorty Seaborne Nor
TROPHY DASH
Tom White H-D
John Allison Yam
Shorty Seaborne Nor
Al Jorgensen Yam

TROPHY PICKUP

Each listing $1.00 per week. Send to Cycle News, Box 498, Long Beach, CA 90801.

San Bernardino M.C. will have a trophy presentation Sat. evening of April 19, 1975 at the 100s M.C. race. "Live band." This will be your only chance to get your trophy. "Free beer." (13/3x)

Trophies for Prospectors "Gold Rush Enduro" Feb. 2, 1975 are now available. Call (213) 375-5908 eves. for pickup information. (13/4x)

CMC RR
O.C.I.R.
Irvine, Calif.
April 13, 1975
By Irving J. Berlitz III
125 PROD
John Ulrich DKW
Dick Hewitt Yam
Paul Wilde Yam
200 PROD
Art Friedman C-A
John Hewitt Yam
Dave Boido Suz
250 PROD
Harry Klinzmann Yam
Dain Gingerelli Yam
Art Friedman Yam
350 PROD
Alan Gingerelli Yam
John Glover Yam
Leland Nakagawa Yam
500 PROD
Mike Valasco Kaw
Leland Nakagawa Yam
Chuck Rice Kaw
750 PROD
Marc Johnson Duc
Dick Hamer Hon
OPEN PROD
John McDonald Kaw
Lance Weil Lav
John Glover Kaw
50 GP
Bob Nolan Suz
Paul Wilde Yam
Doug Stanton Ind
100 GP
Flem Juliussen Kaw
Bob Brooks Kaw
Art Syslo Yam
125 GP
Kevin Stafford Yam
Phillippe deLespinary Yam
Gary Ackelson Yam
200 GP
Donnie Nelson Yam
Don McMullen Hon
John Hewitt Yam
250 GP
Pat Evans Yam
Harry Klinsmann Yam
Bob Endicott Yam
350 GP
Dick Fuller Yam
Whitney Blakeslee Yam
Ken Gill Yam
OPEN GP
Dick Fuller Yam
Kent Rockwell Yam
Steve Mallonee Nor
OPEN 4-STROKE
Lee Fleming Hon
Keith Code Lav
Steve Mallonee Nor
CAFE
John Small Hon
Eric Hedger MG
Chris Rank Yam

AMC Motocross
Saddleback, Calif.
April 13, 1975
By Mike Klinger
MINI PRO
J. Ward Hon
K. Morgan Hon
K. Sofka Yam
100 PRO
R. Eide Hon
P. Hillibrecht Hon
C. Cayo Hon
MINI BEG
J. Devin Hon
J. Musson Hon
J. Monforte Hon
MINI JR
D. Colins Yam
M. Goldsmith Hon
100 BEG
R. Hall Yam
K. Kessy Suz
J. Mieback Suz
100 JR
T. Gomez Yam
100 INT
M. Musson Suz
B. Knight Hon
125 EX
D. Williams Hon
M. Tyer Hon
C. Lunde Puc
125 BEG
P. Johnstone Hon
S. Schoenlern Hon
M. Turner Suz
125 JR
G. Young Hon
N. Storr Hon
J. Griese Hon
125 INT
L. Eide Hon
D. Winters Hon
N. Roberts Hon
250 EX
B. Stem CZ
B. Baron Yam
J. Petty Mai
250 BEG
R. Peterson Hon
M. Vandermeulen Mai
M. De Soucy Hus
250 JR
J. Wolfinberger Yam
J. Creager Bul
J. Luck Kaw
250 INT
M. Asbury Yam
B. Carpenter Mai
J. Gaaf Hus
OPEN EX
J. Derhammer Mai
J. Hazard Bul
S. Cavnes Bul
OPEN BEG
M. Buchanan Mai
J. Trawbecker CZ
OLD TIMERS
T. Bell Hus
OPEN INT
M. Halberstadt Hus
C. De Soucy Mai
F. Nelson Bul
OPEN JR
G. Burk CZ
G. King Kaw
B. Tomei Hus

DRA Hare Scrambles
Adelanto, Calif.
April 13, 1975
By Dale Brown
Unofficial
OPEN EX
Ron Wright Yam
Kim McKean Hus
Gordon Schmid Yam
OPEN AM
Von Peterson CZ
Chris Kallen Yam
Ruben Garcia Yam
OPEN NOV
Boyd Jantzi Yam
Dave Wood Yam
Jim Artz Yam
OPEN BEG
Keith Jennings Hus
Jim Bilbrey Yam
Ben Alfonso Yam
250 EX
Bob Balentine Hus
Larry Roeseler H-D
Mike Johnston Pen
250 AM
Dennis Tipton Bul
Ed Rodine Hus
Jamie Avels Yam
250 NOV
Gary Mays Yam
Mitchell Smiley Bul
Dean Miller Hon
250 BEG
Doug Beisner Suz
Jim Beardsley Yam
Stephen Brooks Hus
0-200 EX
Dean Modesett Pen
Jack McEvoy Bul
0-200 AM
Jeff Buckamier Pen
Gary Praster Hon
0-200 NOV
Lee Wilson III Hus
Allen Meek Hon
Bill Perkins Pen
0-200 BEG
Ralph Carnes Hon
Chris Felts Bul
SR A
Gus Paull 400 Hus
Jerry Standefir 425 Kaw
SR B
C.V. Greene 175 H-D
George Lanyon 250 Hon
Ken Ellis 450 Hus

CMC Motocross
Irwindale Raceway
Irwindale, Calif.
April 11, 1975
By John Bethea
MINI EX
Lance Moorewood Yam
Ricky Simmons Hon
Joe Tucci MSC
MINI JRS DIV I
Robert Gray Hon
Andy Guth Yam
Chuck Okimoto Hon
MINI JRS DIV II
Mike Palumbo Hon
Kavin Bowden OHT
Ron Baumgartner Hon
100 JRS
Pat Nash Hon
Jeff Maas Suz
John Wilson Suz
125 JRS DIV I
Dan Hendricks Hon
Robert Broquiere Hon
David Rogers Hon
125 JRS DIV II
Jim Gallager Hon
Jim Harris Yam
Randy Skinner Hon
125 JRS DIV III
Steve Wagner Hon
Gary Bowden GBS
Fred Gardeazabal Hon
125 JRS DIV IV
Mark Braunwalder Hon
Mike Reina Hon
Shawn Beal Hon
250 JRS
Jon Bergstrom Hon
North Hefley Mai
Mark Oldar Mai
500 JRS
Jeff Jackson Mai
Terry Hindson CZ
Rocky Van Zant CZ
125 INT DIV I
Rick Fiore Hon
John MacGregor Hon
Steve Cross Hon
125 INT DIV II
Steve Glatts Hon
Vince Van Hook Hon
Darrell Hutching Hon
250 INT
Roy Hollsheimer Mai
Mike Harris Bul
Larry Lutz Hon
500 INT
Byron Hendricks Mai
Trent McGee CZ
Cliff Hicks Suz
125 PROS
Tim Lunde Hon
Chuck Lunde Hon
Don Bongiorno Hon
250 PROS
David Pessy Mon
Rex Staten Oss
Val Tamietti Mai
500 PROS
Bill Rubly Mai
Curtis Lessel Mai
Jeff Jennings CZ
STANDINGS
Dan Henricks 58
Vince Van Hook 54
Roy Holsheimer 53
Mike Palumbo 52
Mark Braunwalder 52
Steve Glatts 51
Mike Reina 50
Pat Nash 50
Kavin Bowden 49
Randy Skinner 49
Rick Fiore 49
North Hefley 49

ROUTE CHECK

Hermosa Beach to CMC MX Races
Can carry two other bikes and riders to any CMC MX race in my van. Would like to split gas expenses and or trade off rides. Ask for Steve at (213) 379-3023 or (213) 530-1789. (11/4x)

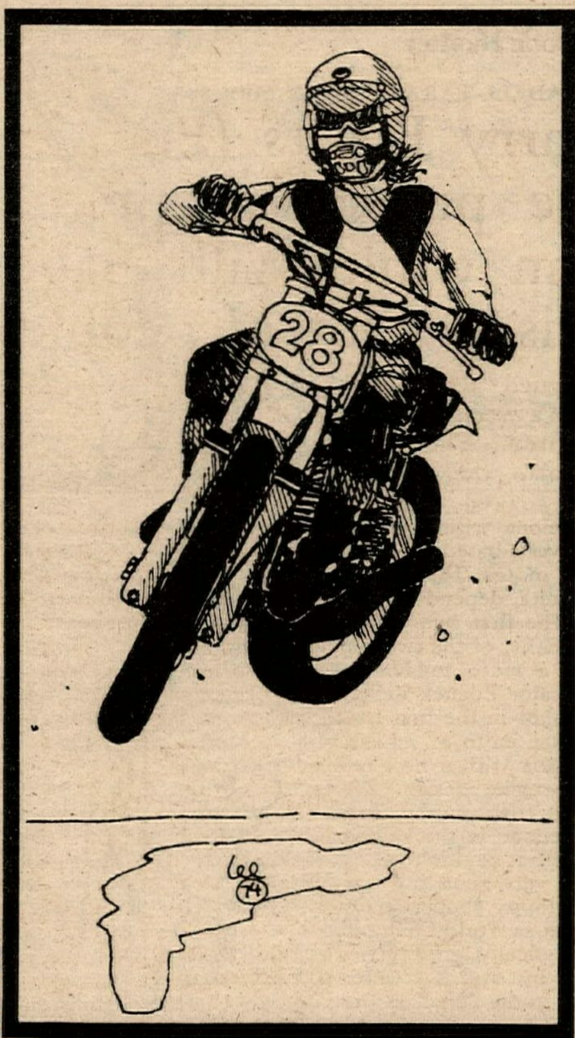
Phoenix Girl Trail Riders
I have 250 Husqvarna, ride desert Saturday and Sunday. Can share gas or ride to good riding around Phoenix. Leave message for Betty at (602) 993-8703. (11/4x)

Hacienda Hghts. to Excape Country
I have a Kawasaki KX 125 and need a ride. Will split gas. I will also race at other tracks. Call Dan (213) 336-5314. (14/4x)

Hermosa Beach to CMC MX races
Can carry two other bikes and riders to any CMC MX race in my van. Would like to split gas expenses and or trade off rides. Ask for Steve at (213) 379-3023 or (213) 530-1789. (14/4x)

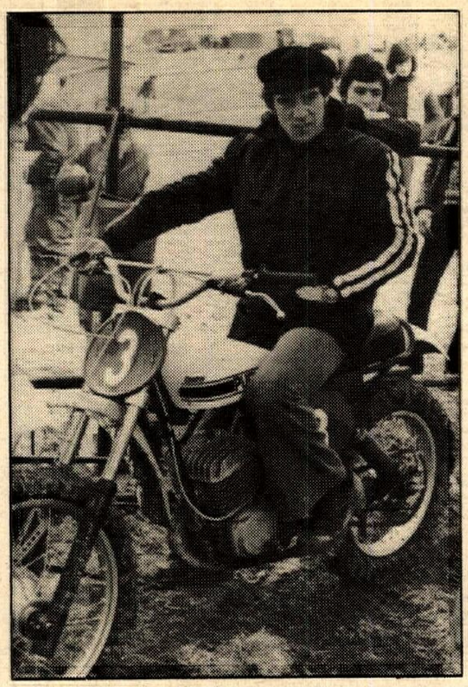
L.A. to AMA Qualifers
Going to Hangtown April 5 & 6, Santa Cruz April 13, Livermore April 20 and Sacramento April 27. Split gas and expenses. Call Mike at (213) 769-7753. If you just want to watch, will give you a deal on gas. (14/2x)

Fort Lewis to Aberdean or ?
I have a 250cc Ossa and would like to race it up here! Race flat track and if you could give me a ride to the races I would split gas cost. Timothy (206) 967-2357. (15/4x)



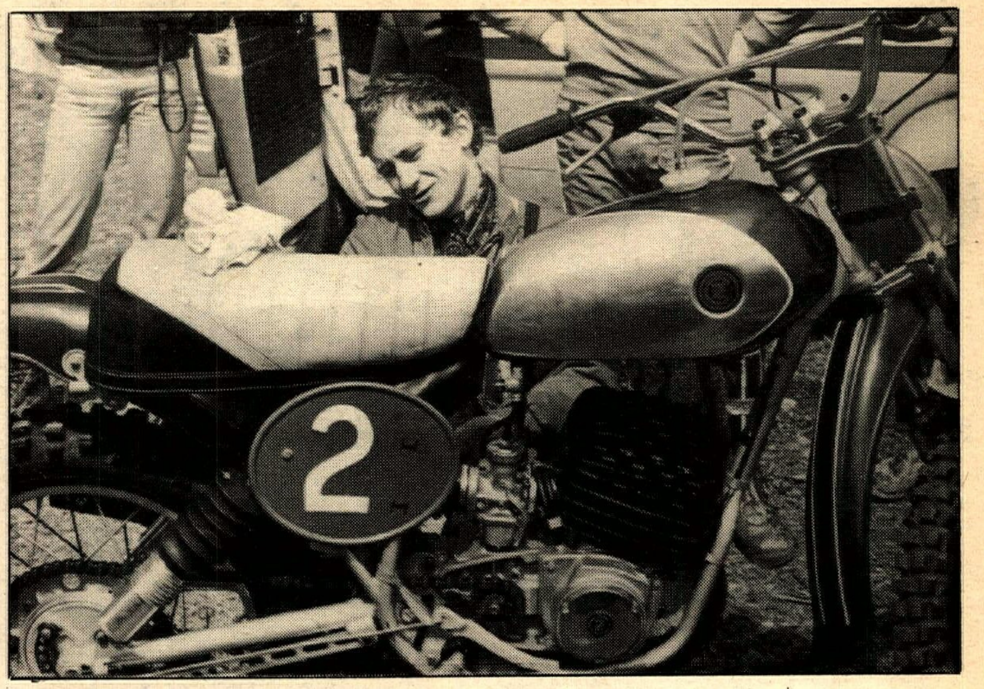
LEE HOLTH

New bikes and 'old' pros



Harry Everts: victorious on Puch.

Joel Robert: the giant at rest.



Jaroslav Falta looks pleased with his new two toned CZ.

Spanish 250 GP

By John Huetter

SABADELL-TARASA, SPAIN, APR. 6

Harry Everts (Puc) lived up to all the pre-season predictions about him while Willi Bauer (Suz) surprised a lot of people on a newly-designed RH Suzuki he'd seen only a week before this GP season opener. The Belgian and the German tied for first overall on the soaked, muddy hills outside Barcelona with the win decision going to Everts based on fastest total time for both motos. Third was Andersson, Weil, or Falta, depending on who you talked to. The first two had equal GP points.

Neither of the two top points winners won a moto today. Hakan Andersson overcame Zdenek Velky's (CZ) berserko holeshot in the first leg to lead the rest of that moto at a blistering pace on a Yamaha with a new monoshock frame and engine design. Everts came from about fifth on the first lap to pressure Andersson in the closing minutes of the moto but couldn't get by. Hakan looked very, very good and was quite quick on the gloppy, slippery track. He could well repeat as World Champion.

Ironically, after setting fast qualifying time by over a second, sole American rider in the 250 class Jim Pomeroy (Bul) failed to score points in either moto. Jim was really pumped after turning fastest time in the morning qualification for start position (over Andersson, who was second by 1.1 seconds). That was reflected in a good position behind the gate and fourth place on the first lap. The front four riders: Velky, Andersson, Thorlief Hansen (Kaw), and Pomeroy were all just a bike's length apart. Sylvain Geboers, Jaroslav Falta and Willi Bauer made up the next group of fast-movers.

Hansen and Pomeroy were so close that they hit on the second lap. Jim went down. Thorlief recovered only to retire a few laps later due to the effects of the crash. Pomeroy bent his handlebars in the crash but remounted, only to fall again about halfway around the long uphill-downhill circuit. Jim correctly concluded he could not race competitively with bent handlebars and packed it in for the moto after consulting mechanics Arnie and "Rubio."

Andersson led for the remainder of the moto as Everts came out of the pack to pressure him into a blistering pace. As the two front-runners cleared off from everybody to indulge in their own race, they had even veteran GP-watchers agog with their speed and skill. Willi Bauer kept coming to finish third almost a minute behind them.

Notable rides were turned in by Sylvain Geboers, now on Husqvarna, who ran third most of the moto to finish fourth close behind Bauer and by Suzuki veteran Joel Robert, who is not as far out of it as some doomsayers have believed. He ended up eighth and improved that position by one place in the second moto. He still makes motocross look effortless.

Adolf Weil made only two laps before retiring in the first leg but made up for it the second time the gate dropped. Mr. Holeshot (Herr Holeshot?) lived up to his reputation and led the second moto from gate to checkered. He stretched out about five seconds advantage right away and was never really threatened for 47 minutes.

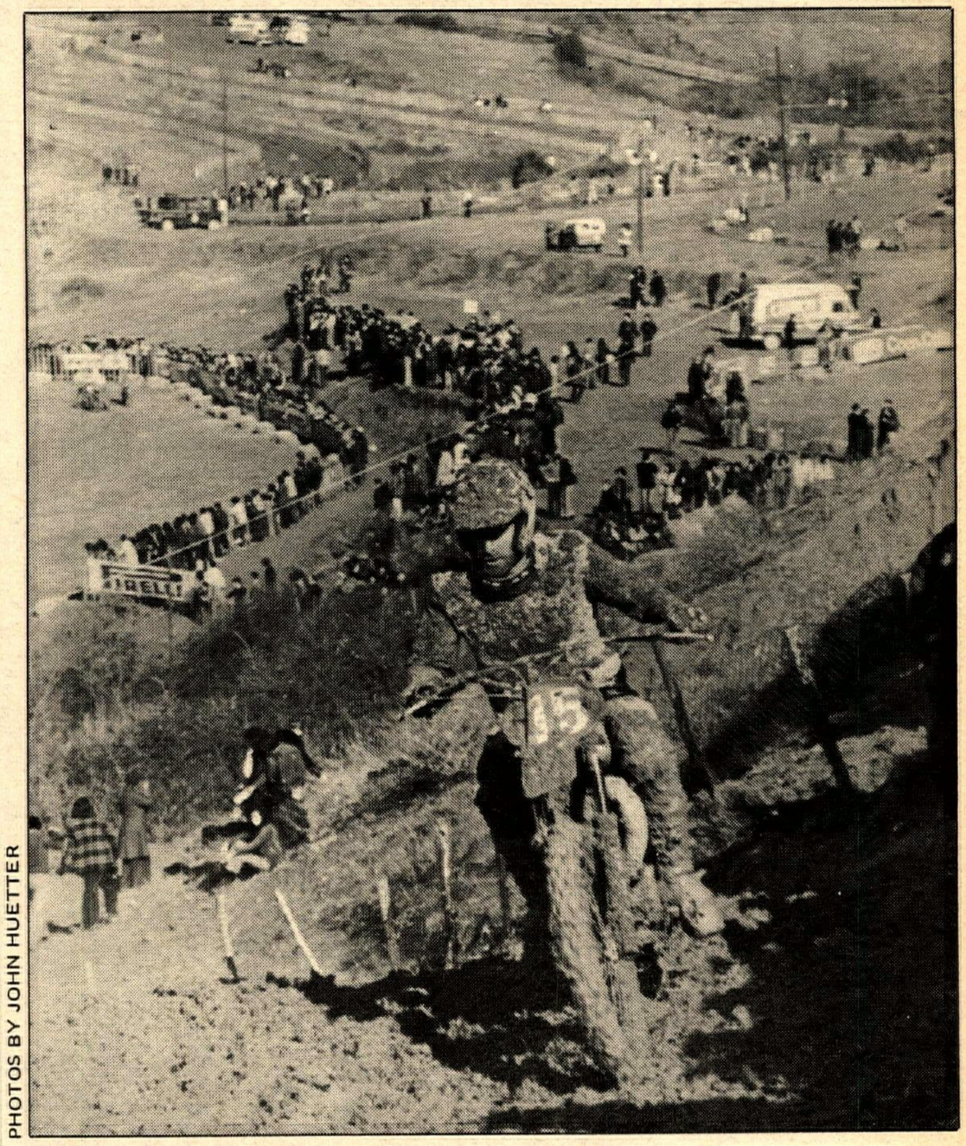
Everts, Hansen, Pomeroy, Bauer and Hans Maisch were the next five, all running nose to tail. This round, it was the first six who used a now-tacky track to put distance on the rest of the pack.

Jim Pomeroy ran strongly in fifth place for about 15 minutes. Then, an Italian rider who he was lapping grabbed the inside line going into a gnarly uphill left-hander and wouldn't shut off. Pomeroy's strong, aggressive second moto ride ended when he was forced over the berm and off the track by the lapped rider. He stalled the engine in the mud that still covered everything outside the groove. The fast Bul's Bing-carbureted motor flooded as Pomeroy futilely tried to kick it back to life.

The other world class Bultaco pilots didn't fare even that well in the second moto. Vic Allan banged together with Hideaki Suzuki (who, like his equally banzai brother Tarao, rides for Yamaha) at the top of a long dropaway and went into the fence at the bottom of the hill. Englishman Malcolm Davis went at least 10 feet vertically in the painful process of endo-ing his Bul down a fast stretch of whoop-de-doos in the crash of the day.

Jim Pomeroy was bitterly disappointed at his own crashes which he felt were the result of his mistakes. But he was reasonably pleased with his fastest time effort and satisfied that his current 250 GP bikes are the best motocrossers that Bultaco has ever built. There are still 20 more motos to score points toward that World Championship. •

Sylvain Geboers slithers up a slick Spanish hillside to a first moto fourth.



PHOTOS BY JOHN HUETTER

Results

FIRST MOTO: 1. Hakan Andersson (Yam) Swed. 2. Harry Everts (Puc) Belg. 3. Willi Bauer (Suz) W. Ger. 4. Sylvain Geboers (Hus) Begl. 5. Jaroslav Falta (CZ) Czecho (CSSR). 6. Kalevi Vehkonen (Hus) Fin. 7. Evgeny Rybaltchenko (CZ) USSR. 8. Joel Robert (Suz) Belg. 9. Siegfrid Lerner (KTM) Aus. 10. Vic Allan (Bul) Scot.

SECOND MOTO: 1. Adolf Weil (Mai) W. Ger. 2. Willi Bauer (Suz) W. Ger. 3. Harry Everts (Puc) Belg. 4. Thorlief Hansen (Kaw) Swed. 5. Hans Maisch (Mai) W. Ger. 6. Uno Palm (Hus) Swed. 7. Joel Robert (Suz) Belg. 8. Jaroslav Falta (CZ) Czech. (CSSR). 9. Zdenek Velky (CZ) Czech. (CSSR). 10. Kalevi Vehkonen (Hus) Fin.

WORLD CHAMPIONSHIP STANDINGS/POINTS: 1. Harry Everts—22. 2. Willi Bauer—22. 3. Hakan Andersson—15. 4. Adolf Weil—15. 5. Jaroslav Falta—9. 6. Sylvain Geboers—8. 7. Thorlief Hansen—8. 8. Joel Rober—7. 9. Kalevi Vehkonen—6. 10. Hans Maisch—6.

WANT ADS

"New Trailers"
3 bike/ramp — assem. or kit/F.O.B. Torsion bar, suspension weight 155 pounds. (213) 764-8392 or 762-3721. Trans-Ex Company, 7361 Ethel Avenue, North Hollywood, California. (38/TFN-E.O.I.)

Aragon Cycle Trailers
Kits from $156.00. Guns and knives in trade. (213) 359-4597. (38/TFN/EOI)

Trailer
Hauls 3 motorcycles, or small sailboat or both, big wheels, new lights, $150.00. (714) 638-9713. (15)

BULTACO 175 PURSANG. Curnutts, skid plate, Cheng Shins, Unis, Ourys, desert tanks, $625.00 or best offer. (213) 248-0321 or (213) 248-7764. (15)

1971 Husky 400
New trans, top end, sprockets, chain, plastic fenders, Andres bars, $650.00. Brand new set Betor forks w/triple clamps, $125.00. List $180.00. (213) 923-7807. (15)

Yamaha 360 enduro bargain!
Excellent condition, perfect transportation or playbike. Unbelievably cheap at $450.00. (714) 595-8406. (15)

'74 Yamaha 125 MX
Custom pipe, porting, Trick-it fork kit, laid-down Boges, Diamond chain, plus spare parts. $595.00 or trade as part payment for car. (714) 826-1996. (15)

'74 CR 125 — '74 KX 125
Both excellent condition, "trick." (213) 670-7440 or (714) 996-3241. (15/2x)

Free Honda Elsinore 125 CR
That's right, complete with two pipes, 30 Mikuni, Webco head, new gears, clutch, bronze bushings and much, much more. Mint condition. All free if you buy my Hex grips for $700.00 or best. (213) 894-7756. (15)

Immaculate MX bike !!
1974½, 250 CZ GP Red Frame. Forward mounted Boge-Mulhollands, Tuned Mid-Valley pipe, 36mm Mikuni, custom MX seat, and all the lightweight extras. Over $2000.00 invested, asking $1100.00. Will deliver in L.A. area. Call after 6 p.m. (805) 485-5626. (15/2x)

'74 CR 125 Honda
Factory replica, mudder fenders, all red, Magura levers, milled head, new piston, rings, etc. Ported, 30mm Mikuni, '75 pipe, lay-down Boges, very fast, must sell, $680.00. (714) 492-3022. (15)

For sale Jawa speedway bike
Plus 1973 TM 250 Suzuki. Many extras and 125 Yamaha MX 1971, new barrel, piston and head. 1-(714) 761-1467. (15)

'75 Penton/KTM 250
Cantilever frame with Boges, Andres and all important modifications. Raced only 2 laps, then I broke my leg! New ones are $1750.00. Asking $1250.00. This bike is new! (714) 544-0202. (15)

'72 MAICO 250 SQ. BRRL. Engine needs some work; but the rest of the bike is in excellent shape; will sell all or will sell parts; but I need to sell it; some extra parts also; has new transmission. $295 for whole bike. Call for piece prices (415) 961-3481. (15)

XR750 frame
Made by C&J (trick). Call (415) 325-8679 or (415) 941-0252. (15)

1971 TM400 SUZUKI. Excellent condition, super fast — $375.00 firm. (714) 523-3348. (15)

Trade! Sell! Swap!
'71 Husky 250cc, excellent condition. Plus cash for enduro bike in same condition or late V.W. in any condition. (213) 360-8409. (15)

'71 B.S.A. B-50. Cerianis, Curnutts, Mikuni, big bore, big valves, light hubs, much more. Street or desert, $600.00. (213) 634-3015. (15)

I've had it with 2-strokes!
ROKON RT 340 automatic. Very trick. Extended swingarm, custom pipe w/long Skyway, radically modified torque conv., VDO, new front pulley (torque conv.), new tires F&R. Over $2200.00 invested. $1300.00 or trade for custom framed XL-350. (805) 831-3162. (14/2x)

'73 Elsinore 250
Like new, excellent condition, $600.00 or best offer. (213) 831-8655. (14/2x)

'70 HODAKA DIRT BIKE, $150 — good condition — 19133 Oxnard, Tarzana, California. (213) 342-8915. (14/2x)

! Attention !
Women motorcycle riders
Don't be stranded by a fouled plug, flat tire or maladjusted cable. Register NOW FOR OUR "all ladies" motorcycle maintenance course. Find out how easy you can learn to maintain your own "wheels." Class starting date May 5, 1975. CALL (213) 532-0562 for registration information. INTERNATIONAL SCHOOL OF MOTORCYCLES, INC., 14427 South Western Avenue, Gardena, California. (13/3x)

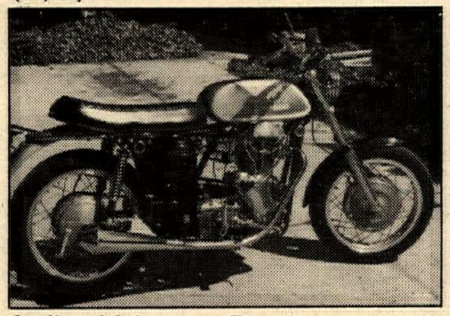
Inflation buster
You'll find everything from boots to helmets at the all indoor motorcycle swap meet. Orange County Fair Grounds, Friday, April 18, 5:00 p.m. till midnight. (14/2x)

'72 HARLEY BAJA 100cc, hardly used, extras, $300.00 or offer. (213) 421-8703. (15)

'72 BULTACO 250 PURSANG. Forward mounted Konis, poppy coolers, Wheelsmith pipe, ported by Al Anders, extras, clean, $600.00. (213) 422-7613. (15)

TM400 Suzuki
3.5 Vesco tank, P/P mudders, moved up Konis, new pegs, seat, chain, tire, 2 extra tanks. $500.00, must sell. (714) 638-9713. (15)

Bultaco parts used
Any year, any model. (213) 896-6209. (14/2x)



Indian Velocette Roadster
500cc British Thumper in a modern Italian chassis. Only 90 made. Marzocchi forks, Borrani rims, 1970, 6,500 miles, $650.00. (714) 774-0474. (15)

'75 MONOSHOCK 250 YZ. Must sell — one race on bike — new condition — $1075.00. After 6 p.m. (213) 332-8151. (15)

In appreciation
Thanks, to Jim and the guys at Whittier Kawasaki, for standing behind their product with excellent service!

A satisfied Husky owner. (15)

175 Yamaha — ready for dirt
Expansion chamber, 21" wheel, new oil dampered rear shocks, plastic tank, fenders, wide handlebars, dependable and fast, $350.00. (714) 963-8170 after 6:00 p.m. (13/TFN)

Wanted
Parts manager assistant
Must have Honda experience. Full time, company paid benefits. Contact Ron Jackson, Honda Santa Ana, 301 West Warner, Santa Ana, California. (15/3x)

Husqvarna — Penton
Gigantic inventory sale. 20 to 30% parts and accessories. ONE MONTH ONLY. Hurry! While they last. Scuderia, 2419 Artesia Boulevard, Redondo Beach. (213) 542-1695 or (213) 542-1696. OPEN: 8:00 a.m. — 5:30 p.m. M-F. 10:00 a.m. — 4:00 p.m. Sat. (15/3x)

IF YOU'RE READING this, you're looking for a deal. It's coming! The biggest deal in Southern California. The all indoor motorcycle swap meet. Orange County Fair Grounds, April 18, 5:00 p.m. till midnight. (15)

1972½, 125 CZ. RUNS and looks excellent, extras, $550.00/offers. (213) 421-9626 or (213) 439-7142. (15)

'73, 100 MX Yamaha, $275 or ?
Good beginner's bike. (213) 327-4626. (15)

'72 Yamaha 360 MX
Fresh engine, transmission, never raced, $550.00. (805) 259-1810. (15)

FOR SALE: VINYLS (size 27), $10.00. Lace up boots (size 6), $15.00. Trade both for buckle ups, size 10. Also cycle rack w/ramp. (714) 846-8230. (15)

'73 CZ 250. MIKUNI, Motoplat, Konis, skid plate, very reliable, $675.00. (213) 343-0487. (15)

'73 Norton 750cc
Under 6000 miles, needs paint job, $600.00. Call (213) 925-5831 day or night. (15)

Help!
I need a good used Barnes hub and brake set-up. Ask for Tom (213) 860-3203. (15)

Immaculate Montesa 250 VR
1974½, showroom perfect!! Stored 5 months, green stickie. Education forces sacrifice sale, $825.00. (213) 634-0325 or (213) 545-1341. (15)

Husky 400 speedo
FWD resets in 10ths. No mods. Accurate, dependable, $70.00. (805) 736-7777.

Yankee Z lives!
1973 Yankee Z completely stock, 1900 miles, like brand new. $900.00 or best offer. Write: 110 Juniper H.C., Glendive, MT 59330 or call (406) 365-5708. (14/2x)

'74, 250 YZ
Excellent condition, new 4.75 tire, sprocket, new cylinder, piston, rings, Twin Air, Konis. Been in storage 6 months, now riding for shop. First $900.00 will take it. (714) 256-1915. (14/4x)

Suzuki sale
'74 TM400, $950.00. '74 RL250, $895.00. Brand new, most bikes still in crate. Hurry while they last!! (814) 437-1115. (14/2x)

Bargain hunters only
Motorcycle parts at below wholesale prices. At the all indoor motorcycle swap meet. Orange County Fair Grounds, Friday, April 18, 5:00 p.m. till midnight. (14/2x)

Sales Person
Who like money

Sell H.D. and Yamahas. Top money for top person. Usual benefits, plus profit sharing and retirement. See or write: Dick Hutchins, 2531 South Main, Los Angeles, California 90007. (213) 749-6235. (8/TFN)

Castrol "R" special price!
ONLY $1.95 Qt., "Bean Oil." The Real Thing. Limited Supply. See Us Today! RACE CRAFTERS / 7932 Sunset Boulevard / Hollywood. (213) 876-3600. (15/2x)

'74 125 Elsinore
I won a '75 so selling my trick '74 with laid down Konis, ported, 30 Mikuni and T&M pipe. $650.00 or best offer. (213) 425-3068. (15)

BOGE SHOCKS plus springs. 13 inch. Brand new, $49.00. (714) 846-2479. (15)

450 WR Husky
Super sano condition, play ridden by my old man. Boges, skid plate, modified carb. Must see to appreciate. $1050.00/best offer. (714) 847-8121. (15)

Parts salesman
for full time, with experience. Company benefits. Cycle Products West. days (213) 473-7996 or (213) 477-0997. Evenings (213) 454-2998. Ask for Mr. Wurtzel. (15)

6 new Suz. bikes below cost
5 of the TM 400L at $800.00 each. 1 of the RL 250 at $716.00. Left over from J&D Suzuki Auction. Maury Slavkin Auctioneers. (213) 873-6871 M-F 9:00-5:00. (15)

'74 Yamaha MX
Like new, enduro barrel, U.S. Sports swingarm, Konis, 3½ gal. plastic tank, GSM skidplate, trick kit, and more. Ridden in 3 enduros only, $900.00. (213) 353-2600. (13/3x)

** Such a deal **
Monoshock modification parts and labor, $25.00. Come and see Art at S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California. (213) 587-7244. (14/3x)

Finisher Pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987. (17/TFN)

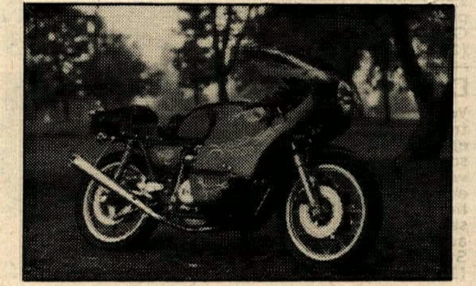
$100.00 Over Dealer Cost
on most new Yamahas. Myserscough's Yamaha of Redland, 833 West Colton Avenue, Redland, California. (714) 793-2473 or (714) 792-2204. (8/TFN)

Parts person
Male or female, Honda/Kawasaki experience. (714) 531-0742. (13/3x)

Boge-Mulholland shocks, $44.95
Springs — $10.95 + tax + $1.00 handling. (213) 887-1619. (14/4x)

— Penton —
KTM engines rebuilt, $40.00. Sach engines rebuilt, $35.00. Ignition timing set, $4.00. Balancing and blue printing available. Large selection of parts. D & R Cycle, Inc., 7181 Westminster Avenue, Westminster, California. (714) 894-2623. (12/4x)

$15/30/5 LIABILITY INSURANCE, (0-300cc's, $37) (301-500cc's, $68) (Over 500cc's, $89) (Medical payments, $2000 no deductible, $30). One year policies. (213) 295-4468 or CMIA, Box 4215, Inglewood, California 90309. (1/TFN)



HONDA 500, YOSHIMURA ENG., many trick items. Cover Big Bike mag. July '74. Not ridden hard, $1650.00. Ask for Fred (213) 894-8069. (15)

'71 Husky 400 4 speed, primo
Better than new, stupendous in fact! Absolutely must see! Best offer. Evenings (714) 645-3546, days (714) 557-3747. (15)

Bates speedway leathers
I'm 5'-10" — weigh 155 lbs. Also Bell Star and steel shoe, excellent, $160.00. (714) 536-7671. (15)

Smuggler trailer
18 ft. all self contained, loaded with lots of goodies, $3,500.00. No goodies, $3,000.00. (213) 330-4324. (15)

'74 Kawasaki KX 250
Must sell. Trickit in forks. Boge rear susp. Magura power levers. $200.00 plus take over payments. Ask for Brad before 6 p.m. (714) 527-2049. (15)

Wanted motorcycle dealership
Major franchise only. Preferably San Fernando Valley. Eves. George (714) 686-7690, Bill (714) 984-3808. (15)

'74 Honda Elsinore MT250
Like new, with less than 600 miles. Dirt and street, $800.00. After 4 p.m. (213) 421-5969. (15)

'72 Honda SL 350 street/dirt
Restored to perfect condition. Like a new bike with used price. Low miles, new tires and many extras. See it before buying another cycle. $750.00. (714) 968-3674. (15)

Must sell KX250
1974 in very good condition. Shocks 45 degrees, Oury grips, different fenders. Asking $650.00 or best offer. Call (213) 869-8135 after 4:00 o'clock. (15)

XL-350 GOODIES — YOSHIMURA cam/springs, $50.00 new; Shop manual/parts catalog/Yoshimura catalog, $10; Tires 21" rib 18" K-81, $10.00 and $15.00; 3:50-21 knob, exc., $12.00; 4:50 Cheng thickwall-worn, $10.00. (916) 343-0475. (15)

6-bike motorcycle trailer
Excellent condition — $250.00 — 19133 Oxnard St., Tarzana, California. (213) 342-8915. (14/2x)

'73 HONDA CB175, excellent condition, 4,600 miles, $550.00. (213) 421-9613. (15)

'73¾ Husky 400 CR
New Konis, rear tire, chain. Accessory Skinny Fat tank and skid plate, excellent condition, $1025.00. (714) 796-1897. (15)

Experienced salesman
Sell Hondas and Yamahas in Orange County. Award Motors, 1680 Newport Boulevard, Costa Mesa, California. (714) 642-4343. (15)

Yamaha road racer
'73 TR3 350, excellent condition, Fontana brakes, Konis shocks, Koeber ignition, Yamaha team colors, motorcycle is fresh, extras. (213) 598-2282 or (714) 826-6364. (14/4x)

1970 SUZIE 250cc enduro — clean, low miles, $395.00. (714) 530-3599. (15)

'74 125 Honda Elsinore
Excellent condition, super fast, through the frame D&G pipe, custom aluminum tank, moved up Boges, milled head, polish cylinder. Anytime (213) 927-8526. (15)

'74 GP CZ 400 red frame
Quit riding — never raced — shocks forward mounted, Mikuni, new fenders, excellent condition, $1000.00. (213) 925-1340. (15)

8½ inch travel kit
for Husqvarna fork legs. Kit includes dampening rods and fork springs. Late black legs, $48.95. Early grey legs, $78.95. Special modifications must be made for early bikes. Call for orders and information. Bill Saltzman's Imperial Motorsports (213) 337-6811. (15/2x)

Barum Moto-X Tires $$$
300/320X21-4 S9A/B @ $24.00 * 4.25X18-4 S25 ISDT @ $29.50 * 4.75X18-4 S25 ISDT @ $31.00 * Fgt. PREPARD * Check or M.O. * All tubes $4.50 * MITCO, P.O. Box 1856, Chattanooga, Tennessee 37407. (6/12)

'73 BULTACO ASTRO parts: Wheels, brakes, swingarm, seat, tank, gearing, etc. Also cross through motocross pipe for '73 Yamaha MX 250. Make offer. (213) 375-9573. (15)

'71 MX 250 Yamaha
Like new — enduro equipped. $450.00. (213) 374-8887. (15)

Gringo dealer cost sale
350 MX, $1,095.00. 250 MX, $995.00. 250 FTX, $1,170.00. Yamaha parts will interchange. (814) 437-1115. (14/3x)

1970 100cc HODAKA, street-trail bike. Engine reworked, good fun bike, $250.00. (213) 530-5630. (15)

Remember the good old days?
1963 500cc Triumph desert sled. New tuck-in pipes, new back wheel, complete new head. Good, fun bike. Must sell — $450.00 or offer. (213) 530-5630. (15)

Don't get ripped off!!!
Want to be a motorcycle mechanic? Need training? Before you lay out any of your hard earned bucks for a homestudy or vocational school mechanic's course, invest 10¢ and write to me. I'll give you the benefit of my experience with mechanic's schools and homestudy courses for the price of a postage stamp. Drop a postcard with your name and address to: Mike Meier, 500 East Pleasant Street No. 15, Long Beach, California 90805. (14/2x)

Lost: White female Samoyed dog
Easter weekend, during DRA Greasewood Derby, between California City and Red Mountain. Reward. Call collect (805) 968-2936 or (805) 963-8761. (14/2x)

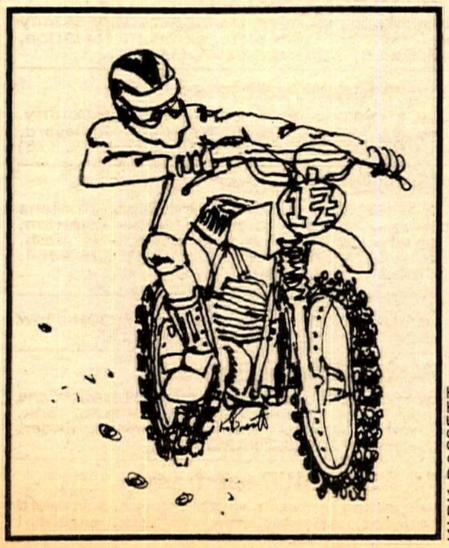
'74 CR125, $625.00
Raced once, excellent condition. (213) 867-4754 aft. 6 p.m. & Sun. (14/2x)

Let your shocks work better,
last longer. Heat Sucker shock coolers fit Koni, Boge, S&W, $4.95 pair. RB Products, 1224 East Christy, Phoenix, Arizona 85020. (15)

Maico 450cc '75
Cherry shape, trick pipe, $300.00 of new extra parts, factory Boge shocks, trick tank, chrome-moly bars, line bored and ported, moved up shocks, $1275.00. (714) 449-3543. (15)

Husqvarna 400
New in January, 5 speed, $1350.00. Consider trade for Honda 750 or BMW in good condition. (714) 847-5402. (15)

'72 Yamaha 250 MX
New top end, A-1 shape. Must sell, $500.00. Extras. (213) 429-1921. (15)



KIRK BASSETT

Maico Parts
1975 Maico forks, $180.00. Radial 400 barrel & head, $100.00. Many other radial parts. Day (213) 865-8223, night (213) 634-2569 ask for Charlie. (10/TFN)

Harley Baja, must sell
Trick. Many, many extras — see to appreciate. $350.00/best offer. (213) 331-7110. (15)

YAMAHA TZ 250. Also British road racing chassis complete. Offers. (213) 249-1605. (15)

750 Rickman Honda CR 1975
Brand new. (213) 829-4060, eve. (213) 820-5132. (15/2x)

'73 HODAKA 100. Many extras, excellent condition. Must sell, $375.00. (714) 642-1321. (15)

1974 Honda CR 250
Bought Feb. 1974, ridden 12 times, never raced, FMF ported, 34 Mikuni, forward mounted shocks, Boge Mulhollands with coolers, Twin Air, brass brushings, Andre's bars, Metzeler, spare rings. Like new! Must see! $800.00. Call Roy after 7 (213) 324-1667. (15)

Super fast 450 radial Maico
Excellent condition, moved up shocks, aluminum Konis, DIDs, aluminum tank: air box & chain guide. Many Wheelsmith mods, and many more extras. Over $2300 invested. Only $875.00. (714) 986-3038. (15)

'74 GP Maico
250, has everything. Bilsteins, D.I.D., ported, plastic, Wheelsmith, 2 pipes & tanks, much more. $900.00 or take over payments. Ultra-handling. (213) 431-3758. (15)

450 Husky mint cond., $850
Goes fast, handles great. Will trade for Honda 250XL. (213) 596-2265. (15)

Wanted!
Professional 2 stroke mechanic. Small shop. S.F. Valley area. Write Cycle News, P. O. Box 498-OA, Long Beach, California 90801. (15)

1972 Ascot high point twin
Skip Askland's super fast 250 twin prepared by Kenny Roberts. Champion frame, spools, extra parts, very clean. (707) 642-2762 or (707) 255-7313. (15)

'74 YZ proto type
Chromoly frame, 8" rear travel and many extras. ("Tim Hart won Texas on it.") $1000.00 or make offer. Invested $3000.00. Need money, must sell. (714) 894-3803. (15)

1972 PENTON — FMF engine and pipe, Koba shift kit, forged gears, cantilever shocks, aluminum Konis, cross 3 spokes, tall Bing, 1½ gallon glass tank. $525.00. (213) 675-2793. (15)

Used bike sale
'74 Honda CL 125, $400.00. '72½ DKW 125, $300.00. '74 Husky 250 WR radial reed mag., $1050.00. '71 Husky 360 Sportsman, $325.00. '75 Maico 250 enduro, $1295.00. Bill Saltzman Imperial Motorsports (213) 337-6811. (15/2x)

125 Elsinore
Beautiful condition, new engine, $675.00 firm. (213) 997-7055. (15)

Hiring
an intelligent and ambitious individual to learn all phases of auto, motorcycle racing promotion business. Work on new U.S.A.C., 3 Nationals, Superbowl, others. Future unlimited. Write; Doug Mockett Communications, 3000 Manhattan Avenue, Manhattan Beach, California 90266. (15)

Lay down suspension!!!
For most Japanese bikes, $65.00 installed. Heli arc welding, steel and aluminum. Magna Flux and Zyglow inspection. G.S. Sigman Race Car Engr. (213) 830-4678. (15/4x)

1974 Greeves In The Crate
250cc — $1095.00. 380cc — $1395.00. Ship anywhere in U.S.A. Call (213) 764-8674. (12/6x)

1968 Dunstall Dominator
"World's Fastest Production Racer" Circa '68 Norton 750 engine, completely Dunstallized. Nickel plated Dunstall Featherbed frame. Twin front discs, no miles on new TT100s. New alloy rims. Custom paint and upholstery on full fairing, 6½ gal. tank and twin seat. Street legal. Includes Quafe 5 speed gearset. 90% restored. Under 1000 miles since new in '68! New oil cooler. Aeroquipt metal braided oil and hydraulic lines. New Honda Master cylinder. Needs instruments and Master cylinder seals to be complete. FAST! Must sell to support Yamaha Road Racer and wife. May sell wife soon. Older model than Dunstall, body in good shape. $1,000.00. (512) 444-7548. (4/TFN)

Shoestring Wheel Works
Wheels laced, $16.00. Trued, $6.00. Wheel off machine tire off. Call for appointment (213) 439-8239. (2/TFN)

'71 BAJA 100, $275.00. YAMAHA Mini, $165.00. (714) 522-7105. (15)

TD2-B road racer
Ex-Kel Carruthers machine. Very strong motor, good handler. One race on tires and new motor pieces. Many spares, $600.00. Night (714) 862-3616. (15)

Hodaka
Super Rat, Cerianis, Bassani, K&N bars, Girlings, Preston Petty equipment, new engine, very reliable. Best you can buy for $350.00. (714) 687-5428. (15)

Want to get involved?
A petition is being circulated by Sodbuster's M.C. It will be sent to Governor Brown, Senator Tunney, and Senator Cranston TO KEEP THE DESERT OPEN. Get involved and sign it. (714) 995-3588. (15/2x)

BULTACO 250 PURSANG, needs work, $200.00 or trade. (714) 828-4809. (15)

Short tracker wanted
H.D. Sprint, or BSA, or Tri. 250cc or 350cc. Call or send details and picture to 7100 Stocker Way, Sacramento, California 95828. (916) 422-4156. (15)

TRADE — SELL clean '74 VR for '74 380 Greeves Q.U.B. (415) 585-9799. (15)

SADDLE TANKS. 2—15 gal. Baffles, sending units, $35.00 each. (213) 693-8389. (15)

'74¾ Bultaco 250 Pursang
Konis moved up top and bottom, plastic fenders, quick throttle, H.D. rear spokes, Diamond primary chain, Andres, excellent condition, $975.00. (213) 761-3135. (15)

'68, 250 desert Kawasaki
F4, 5-speed, reed valve, Mikuni, lowered frame, plastic tank and fenders, plus more. Well maintained, $250.00. (213) 797-8257. (15)

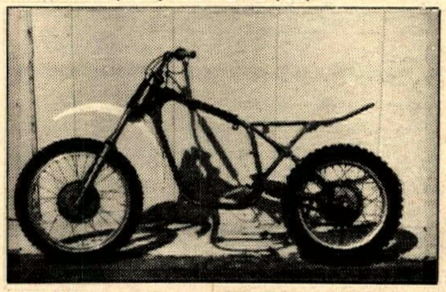
'74 Husky 400 WR 6 speed
Absolutely mint condition, never raced. Mikuni carb set-up and other extras. Extremely low mileage, rarely ridden. Call Lynn after 5:30 at (714) 882-8021 ($1300.00.). (15)

CMS CHROME MOLY frame for Bultaco Pursang, excellent, extras, $295.00. (213) 341-1293. (15)

1972 CZ 250
Bought new in '73. Konis, plastics, IRZ, Filtron, more. Excellent condition with original tires. $575.00 or offer. (714) 982-3444. (15)

Sacrifice two Bultacos
'74, 250 Pursang, regular and large tanks, plastic fenders, Konis, chain — ridden 4 times, best offer. '72, 175 Pursang, both tanks, extra 125 head and barrel, super clean, must sell. (213) 322-3777 8-5 weekdays, (213) 322-3509 weeknites. (15)

Tricked out Yamaha
'72, 250 MX, forward mounted shocks by Profab, chrome moly swingarm, Thermo flow shocks, Bassani pipe, 34 Mikuni, YZ reed valve, YZ side covers, R. and L. YZ shift lever, flywheel weight compression release, YZ tank, chrome moly bars, plastic levers and throttle, Trick-it forks and many more extras and many spare parts and manual, $625.00 or best. Steve (213) 569-0977. (15)



CZ CZ cantilever CZ CZ
6½" — 8½" travel for GP CZs (red frame). Accepts all stock parts, Heli-arc welded. In Monday — out Friday. $55.00 complete. Call MC's (213) 698-5559 or (213) 941-1676 before 2 p.m. (14/2x)

Wanted now
Minimum 5 years shop experienced Yamaha mechanic interested in making up to $16,000 a year in largest Yamaha dealer in Rocky Mountain area. Over 160 bikes serviced weekly. Commission or salary offered. Organized service department with lists separate stalls. No set-up. Own machine shop. Must have in depth knowledge of Yamahas and their workings, wheels, cranks, valves and electrics. Full set of hand and air tools required. Call or send resume in care of Doc Yamaha Denver, 499 Federal Boulevard, Denver, Colorado 80204. (303) 936-7154. (13/2x)

'74 MT125 Elsinore
Great shape, with C.R. pipe & shocks, for dirt. $500.00 or best offer. (714) 539-3509. (15)

'73 desert Husky
250 WR 6 speed, Mikuni, Motoplat, Curnutts, lo miles, $770.00. (213) 445-6130. (15)

1973 MONARK 125 MX. 24 H.P. SACHS 'B' motor 6 speed — Jensen down pipe — Cerianis — new Girlings — Akronts. PPs, Unis — needs rear tire. Excellent condition, desert or MX. Will deliver — Sacrifice $375.00. (213) 357-4407. (15)

'69 Husky 400
(A la Whitey Martino), desert ready. (213) 346-1133 or (213) 882-6065. (13/3x)

M/C Franchises For Sale
Ossa, Greeves, Hodaka, Carabela, Steen, and Villa. (213) 764-8674. (12/6x)

'74 YAMAHA 360, low miles, excellent condition, $850.00. (714) 523-3139. (15)

Trade $1000 quad
for good trail bike. After 6:30 p.m. only (714) 551-2555. (15)

WANT ADS

MONOMODS

As recommended by Dirt Bike, Moto-X Action & Popular Cycling — let the Pros at Orange County Cycle set up your monoshock.

Labor	$25.00
Grand Prix Piston . . .	$8.00
Spring (if needed)	$18.76
Oil & Nitrogen	$3.00
Wave Washer Kit	$4.86
total	**$54.76**

(California residents add $2.08 sales tax.) Send shock, your weight, type of racing, & money order.

Heavy duty Boge/Mulholland front forks. Comes with bolt on adapters for all Monoshocks. Double strength of stock units. Kit includes: forks, stem adapter, torque arm, backing plate, axle spacers, and fork stops **$189.95**

Orange County Cycle
13666 Harbor Blvd.
Garden Grove, CA 92643
714-530-7340

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Open late Mon. & Fri. nights

BSA parts - new & used
Shipped Anywhere
Specializing in BSA, Triumph & Ducati repairs
Jim Hunter Motorcycle Repair
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La Habra, CA 90631 (714) 525-1504

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Quality service & parts Motocross Desert
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INTENSIFIED **Crowell Cycle Shop**
Complete Parts & Service
OSSA HODAKA MAICO PENTON
10427 Prairie Ave., Inglewood, Ca. (213) 673-5562

SUZUKI
TRY US FOR
HARD TO FIND PARTS
Town & Country Cycle
411 S. Brookhurst
Fullerton, CA
714-871-2460
DUNE CYCLE

WANT ADS

Suzuki Dirt Bike Sale
1975 Suzuki TM 125, $699.00. '74 models — TM 100, $599.00. TM 250, $895.00. TM 400, $949.00. TS 125, $585.00. TS 250, $895.00. TS 400, $949.00. Suzuki of Van Nuys, 16141 Sherman Way, Van Nuys, California 91406. Phone: (213) 994-2800 or (213) 994-2882. (12/TFN)

Used bike
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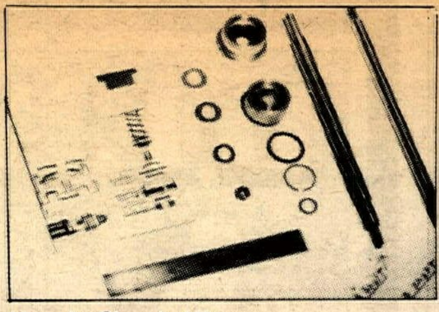

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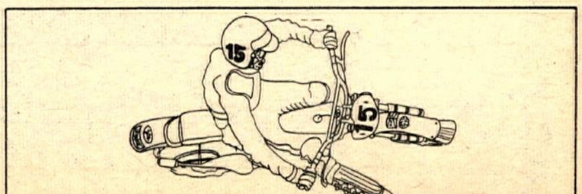

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